

Mississauga

AN ILLUSTRATED HISTORY



ROGER E. RIENDEAU

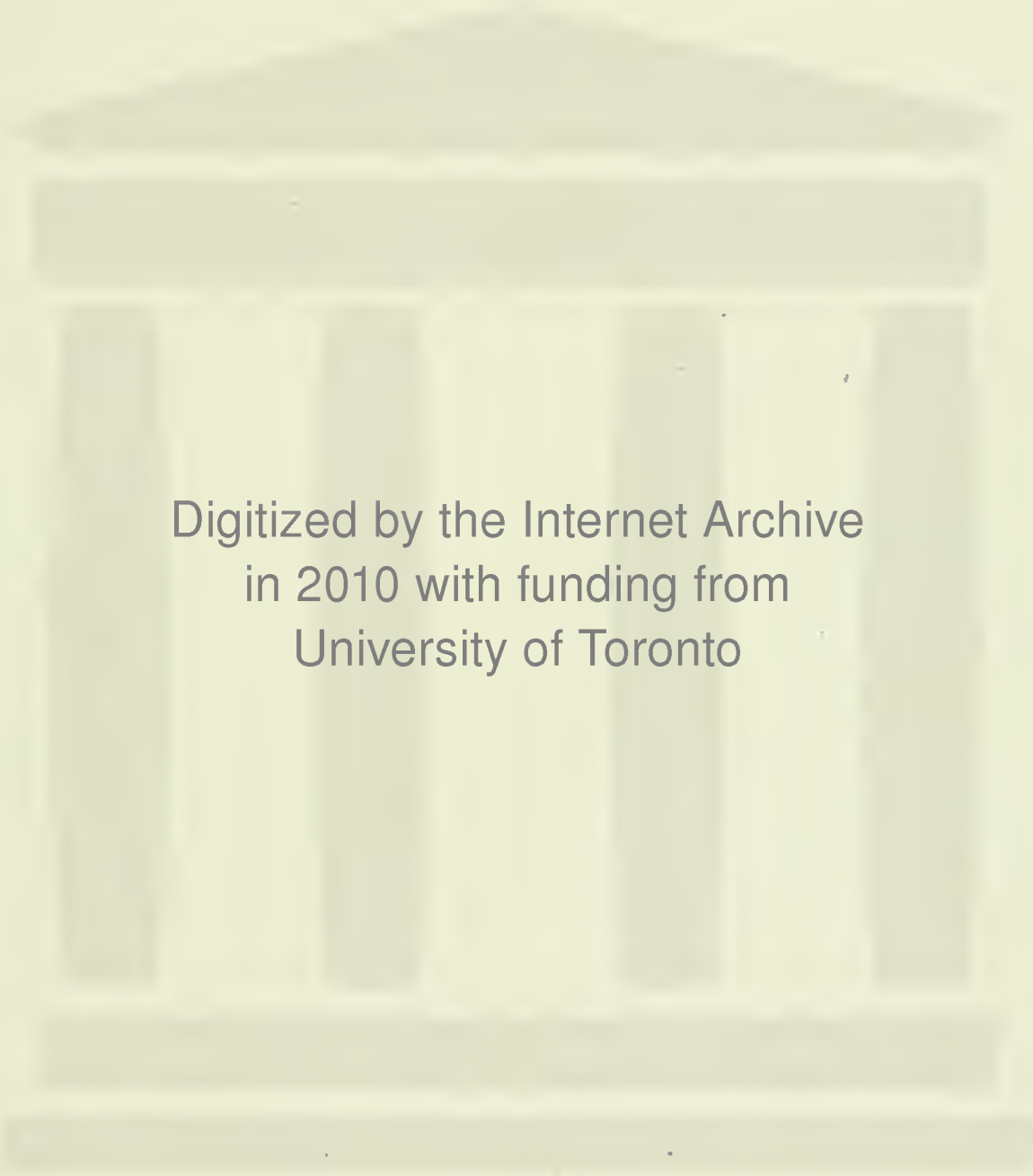
Mississauga

Mississauga is "a city of small communities . . . trying to grow from the outside in," says Roger E. Riendeau in this one-of-a-kind look at a one-of-a-kind city, a city in search of an identity. In *Mississauga: An Illustrated History*, beautifully illustrated with 200 carefully researched historical photos and sixteen pages of captivating color photography, author-historian Roger E. Riendeau narrates the fascinating history of this misunderstood city.

Carved from Canadian wilderness inhabited by the Indians who gave the city its name, the Mississauga Tract was pioneered by eighteenth-century settlers from England and British loyalists from America. Followed eventually by European immigrants, these pioneers began shaping the pristine hinterland with their hands and hearts. Those early backbreaking days consisted of subsistence farming and "settlement duties": clearing, fencing, and planting acres of land, building shelter, and keeping the few primitive roads gouged out of the wilderness passable—arduous duties in the primeval forests of this virgin land.

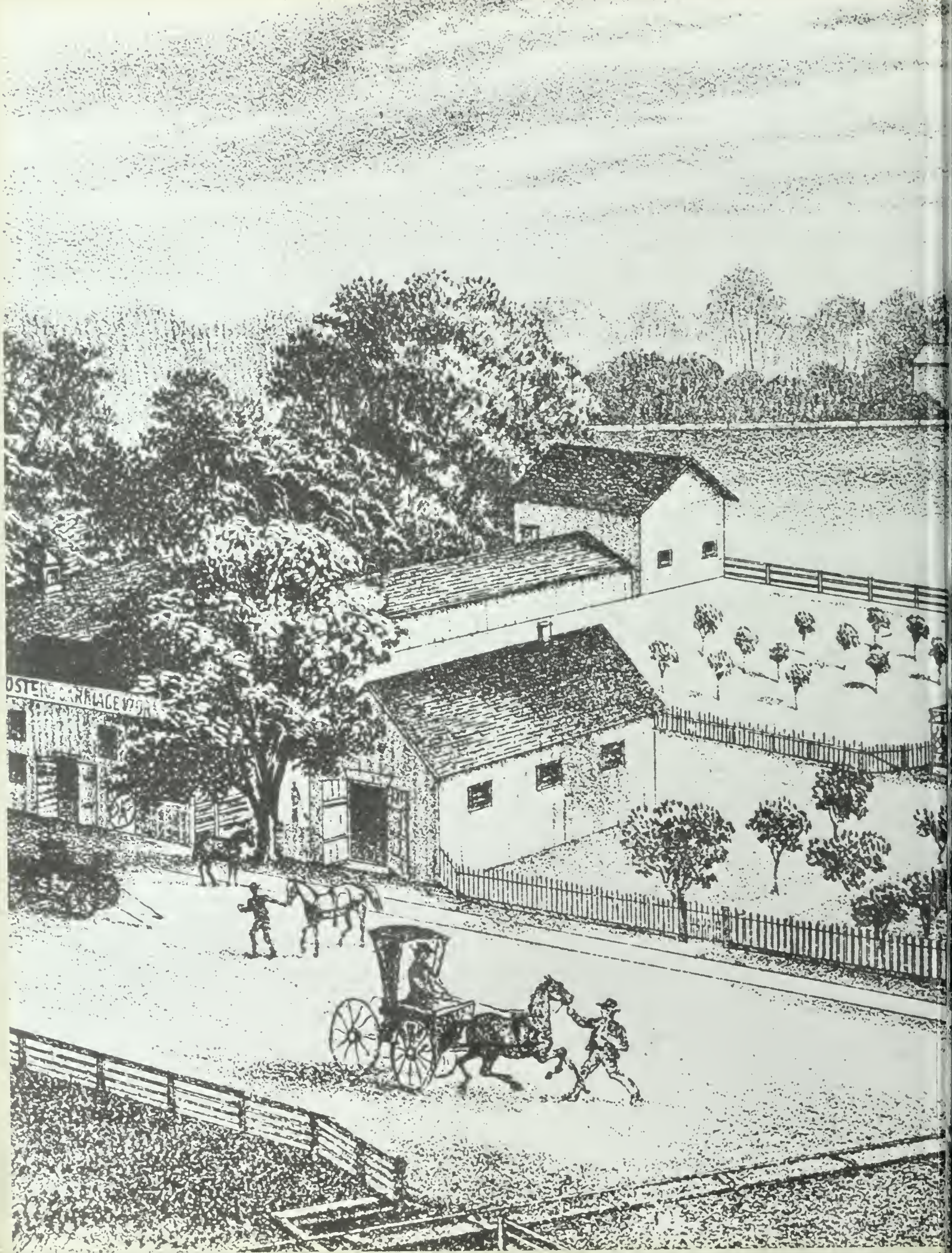
As the years passed, Mississauga's destiny began to unfold. The population grew, due in part to the presence of the provincial capital of Toronto fifteen miles to the east, and to the shipping trade plying Lake Ontario to the south. Crossroad settlements competed as locations for highways, railroads, business, and industry, to serve and diversify the local agricultural and lumber economy. Later, workers living in Toronto Township would commute to the capital to earn their living, giving rise to the mistaken impression of Mississauga as a "bedroom community" of the big city.

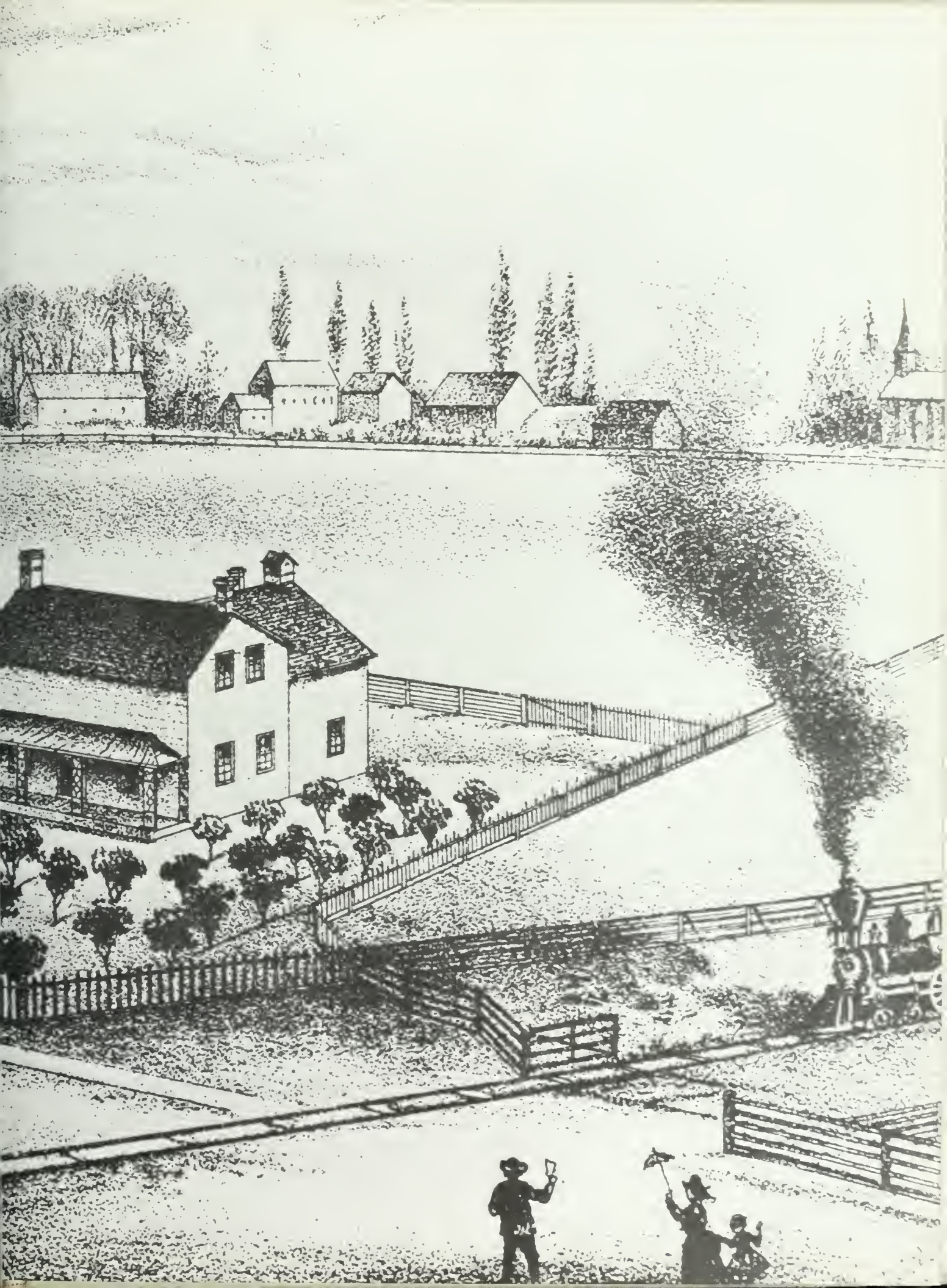
Mississauga's new identity as a cosmopolitan, autonomous city is based both on the emerging downtown center, and on its people's growing tendency to identify themselves as Mississaugans. *Mississauga: An Illustrated History* is written to illuminate and encourage this new identity, giving Mississaugans a sense of their past and a new outlook on their future. Journalists Richard M. Pearce and Frank Kaplan tell the stories of the businesses and organizations who have brought Mississauga to its future. Their stories, along with Mr. Riendeau's insights into the area's fascinating past, make this volume an authoritative and ground-breaking work.



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Mississauga

Picture research by Roger E. Riendeau
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Produced in cooperation with the Mississauga Board of Trade
Windsor Publications

Mississauga

AN ILLUSTRATED HISTORY



ROGER E. RIENDEAU

*To my parents, Ernest and Yolande Riendeau, who
have always understood.*

Windsor Publications - History Books Division
Publisher: John M. Phillips
Editorial Director: Teri Davis Greenberg
Design Director: Alexander D'Anca

Staff for *Mississauga: An Illustrated History*
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Tucker, Sharon L. Volz
Designer: Christina McKibbin
Layout Artist: J.R. Vasquez

Library of Congress Cataloging-in-Publication Data

Riendeau, Roger E., 1950-
Mississauga : an illustrated history.

"Produced in cooperation with the Mississauga Board
of Trade."

Bibliography: p. 176
Includes index.

1. Mississauga (Ont.)—History. 2. Mississauga
(Ont.)—Description. 3. Mississauga (Ont.)—Industries.
I. Pearce, Richard M. II. Kaplan, Frank.
III. Mississauga Board of Trade. IV. Title.
F1059.5.M57R54 1985 971.3'535 85-22792
ISBN 0-89781-162-3

© 1985 by Windsor Publications, Ltd.
Published in 1985
Printed in Canada
First Edition

Endsheets: *Joseph Foster, who emigrated from England in 1843, operated a carriage works and blacksmith shop next to his home in Malton, as illustrated here in 1877. From Historical Atlas of the County of Peel, 1877*

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FOREWORD

Here is the striking story of how a City that Never Was arose as a major population centre that is now home to nearly 400,000. As late as 1950 Toronto Township, the area that became the city of Mississauga in 1974, still had only 30,000 people, and some 85 percent of it was farmland. None of the small towns in its midst held a leading place, around which city growth might coalesce. Today Mississauga, Ontario, has emerged as a thriving home of industries, of well-filled housing subdivisions, giant shopping malls, and gleaming skyscrapers: a fascinating example of what I once called "instant-city"—just add people and stir.

How all this came to be is clearly and authoritatively set forth by Roger Rienteau, who I am more than pleased to note was a former student of mine at the University of Toronto. He has pioneered in explaining the history behind one of North America's newest big cities; he has shown that its appearance was no happenstance, no chance product of developers, politicians, and bureaucrats, but represented an "inevitability"

in historic evolution. In so doing, he traces the past of Mississauga from the original Indian group that provides its name, from early settlers' clearings and crossroad hamlets, through farming countrysides and local communities like Port Credit and Streetsville, Cooksville, Malton, and more. He deals with the many-sided life of a growing Toronto Township, the spread of roads and railways, and of suburban settlement from the neighbouring chief city of Toronto, which exercised so much influence on the area. Then comes large-scale industrial growth as well as residential sprawl—and finally, the city of Mississauga to tie it all together. That city may still be in search of a heart, but Mr. Rienteau's work has done a great deal to help it find one.

And so I am very glad to have this opportunity to put the book before you. It is a well organized and balanced account, built on careful inquiry and full of interest and meaning. The City that Never Was is revealed as the City that Should Be—thanks to the skill and insight of the author.

J.M.S. Careless,
University Professor Emeritus
University of Toronto

Toronto Township's first homesteaders crossed the Credit River in covered wagons. Courtesy, Government of Ontario Art Collection



ACKNOWLEDGMENTS

The task of researching and writing this book was made more enjoyable and productive by the advice and assistance of several people. The staff of various libraries and archives, particularly Albert Spratt and Marlene Bernard of the Mississauga Central Public Library, Aileen Wortley of the Port Credit Public Library, Ralph Coram of the Public Archives of Ontario, and Michael Proudlock, Ann ten Cate, and Cathy Seguin of the Region of Peel Archives, all went well beyond the call of duty in providing me with valuable research guidance. Julius Gorys of the Mississauga Planning Department and Karen Campbell of the Mississauga Department of Business Development generously donated their time and knowledge of the city. I also received valuable information and photographs from the following: Mary Manning, Thompson and Jean Adamson, Mildred Bellegheem, Professor Thomas McIlwraith, Lorne Joyce, Miriam Arnold, Louise Southern, Margaret McClinck Raines, Mary Barnett, Anthony Adam-

son, Mary Lou Evans, Jocelyn Garrett, and Tom Van Turnhout. Julie Jaskol and Pam Taylor of Windsor Publications offered constant encouragement and judicious editorial advice. I could always count on the diligence and innovativeness of my research assistant David Block. Professor J.M.S. Careless of the University of Toronto not only contributed his wisdom to the Foreword of this book but also taught me how to be a historian. Professor Heather MacDougall, a colleague and friend, was the ideal sounding board for many of my ideas and contributed much of her own historical insight. When I needed a deeper insight into the special qualities of Mississaugans and their city, I turned to Clarkson resident and friend David Abdulla. Finally, Diane Searles, a Cooksville native, patiently and masterfully typed the manuscript and provided unwavering moral support.

Roger E. Riendeau
August 1985.

The Credit River valley was exclusively the domain of the Mississauga Indians from the late seventeenth century to the early nineteenth century. They were nomadic hunters and fishermen who travelled the entire length of the river from Lake Ontario to Georgian Bay. Courtesy, The Delta Meadowvale Inn



INTRODUCTION

A city usually starts out as a village or town which gradually expands into the surrounding countryside, often absorbing other hamlets in the process. No matter how extensive the boundaries of a growing city become, its original central core can still be identified and generally continues to direct economic, political, and cultural life. Certainly, Canada's major cities, such as Toronto, Montreal, Vancouver, Winnipeg, and Halifax, have to a large extent followed this traditional pattern of evolution. A notable exception, however, is the city of Mississauga.

Mississauga began in the early nineteenth century as the Township of Toronto which had been carved out of the vast tract of land purchased from the Mississauga Indians. Located in the rolling countryside fronting the north shore of Lake Ontario, Toronto Township was primarily an agricultural hinterland serving the growing market in the city of Toronto about fifteen miles to the east. By the 1850s upwards of 8,000 people were living in Toronto Township, but thereafter the population declined steadily until at the end of the century there were less than 6,000 people scattered throughout an area encompassing more than 100 square miles.

In an age before the advent of the automobile and the paved road, it was hardly possible for a rural area as large as Toronto Township to develop its own sense of community. Instead, the inhabitants of the township came to identify more strongly with the local villages and hamlets which sprouted in the countryside during the nineteenth century.

Toronto Township's predominantly rural landscape dotted with small semi-autonomous communities remained relatively unaltered until the post-World War I period. Only in the 1920s did the township's population return to the heights attained during the

1850s. Over the next four decades, however, Toronto Township underwent a dramatic physical and demographic transformation.

What had once been a scattered collection of farms and small villages became a conglomeration of housing subdivisions, business-industrial parks, high-rise apartment buildings and office complexes, multi-acre shopping centres, multi-lane highways, and the nation's busiest airport. With its population reaching 100,000 in 1968, Toronto Township became the town of Mississauga. As the population passed 200,000, Mississauga joined forces with Port Credit and Streetsville in 1974. With 350,000 inhabitants, Mississauga is the ninth largest city in Canada.

Yet the prevailing image of Mississauga is that of a sprawling suburban or "bed-room" community on the western outskirts of Metropolitan Toronto. This image persists because Mississauga, unlike most cities, has no main street, or "downtown" district, to serve as a focus for business and civic activity and to provide a sense of identity. Accordingly, Mississauga has been dubbed "a city in search of an identity" or "a city without a heart." In the words of its current mayor Hazel McCallion, Mississauga is "a city of small communities . . . trying to grow from the outside in." Mississaugans are still likely to say they live in Port Credit, Streetsville, Cooksville, Clarkson, Meadowvale, Dixie, or Malton.

The persistence of strong local identities and the unfocused nature of the city of Mississauga become more understandable when viewed from a historical perspective. Mississauga was never intended to be a city. But the rural communities of old Toronto Township after almost a century and a half of gradual evolution found themselves thrust quite suddenly and unexpectedly into a marriage of urban convenience. Perhaps with





the passage of time the reluctant partners will become more accustomed to living and working together and therefore more comfortable with their corporate arrangement. The process of accommodation and integration in the future can also be facilitated by an awareness of the shared experiences of the past.

The Commercial Hotel, located on the south side of Derry Road in Meadowvale, was built in 1852 by Matthew Laidlaw. By 1910, shortly after this picture was taken, it became a private residence. Today

the old hotel has lost its front verandas, has been painted white, and has been converted into apartment units. Courtesy, Louise Southern and the Meadowvale Women's Institute

Chapter One



FROM WILDERNESS TO SETTLEMENT

When Toronto Township became Mississauga, it did not adopt a new name but reverted to an old one. As early as the 1790s the twenty-six-mile stretch of wilderness along the northwestern shore of Lake Ontario from Etobicoke Creek west to Burlington Bay was commonly referred to as the "Mississauga Tract." This was the private domain of the Mississauga Indians until the British government persuaded them to sell their vast holdings in the first two decades of the nineteenth century. In agreeing to relinquish their territory the Mississaugas not only opened the way for the formation and settlement of Toronto Township but also inadvertently sowed the seeds of their own demise.

The Mississaugas were a band of the powerful Ojibway tribe which dominated the area to the north of lakes Superior and Huron as well as Georgian Bay. In search of new hunting and fishing grounds, the Mississaugas gradually moved southward



By the early eighteenth century the Mississauga Indians had established a wigwam village at the mouth of the Credit River. The Indian word "Mississauga" means "river of the north of many mouths." Courtesy, Ron Duquette and S.B. McLaughlin Associates Ltd.

until by the late seventeenth century they confronted the mighty Iroquois Nations in the lower Great Lakes region. After years of brutal warfare the Iroquois were forced to retreat, and according to a peace treaty drawn up between the two Indian nations, the Mississaugas were awarded exclusive possession of the territory to the north of the Great Lakes. Finding the hunting and fishing much to their liking, about 500 Mississaugas decided to settle permanently in the dense forests of southern Ontario.

The Credit River appears to have been one of the main avenues of transport and trade for the Mississaugas. A somewhat wider and deeper river in the days before the surrounding forests were cleared, it provided easy access to the old Huron country in the vicinity of southern Georgian Bay.

At the mouth of the Credit, the Mississaugas eventually came into contact with French fur traders who had been operating along the St. Lawrence River out of Quebec and Montreal since the early seventeenth century. Engaged in an intense competition with English merchants operating along the Hudson River out of Albany, New York, the French were moving southwestwardly in an effort to extend their fur trading empire as far as the Ohio and Mississippi valleys.

This ambitious design called for the establishment of fortified posts along Lake Ontario beginning with Fort Frontenac (now Kingston) in 1673. By 1720 Fort Toronto had been constructed near the mouth of the Humber River. The Indians could bring pelts of beaver, fox, bear, muskrat, otter, and wolf to these forts in exchange for the trappings of European civilization: guns, liquor, woollen goods, and any kind of ironware.

The more enterprising traders preferred to deal directly with the Indians in hopes of drawing business away from the established forts or preventing it from going to the English fort at Oswego on the south side of Lake Ontario. To avert the latter possibility, the French military engineer Chaussegas

de Lery suggested to the governor of Quebec in 1749 that a trading post be built at the mouth of the Credit River. Although this suggestion was not followed, some French traders regularly stopped at the Mississauga encampments near the mouth of the Credit River.

As the years went by, the trading partners at the Credit mouth developed such a mutual trust that the French routinely advanced the Indians supplies for the coming winter until they returned with their furs at the end of the season. Conversely, the Indians would have no reservations about obtaining the supplies due to them in instalments, especially since they had no facilities for storing furs or supplies for any length of time. Hence, the waterway along which this commerce was conducted came to be known as *Riviere du Credit* (trusting river); the name first appears on a map by Boucher de la Broquerie in 1757. The fall of the French empire in North America after 1760 brought an end to this long-standing trade alliance and soon ushered in a new era in southern Ontario's history in which the fur trade frontier would give way to the settlement frontier.

For the first two decades of British rule, the fur trade remained relatively undisturbed. With the departure of the leading French merchants, a group of English and Scottish "pedlars" from Albany moved to Montreal to take control of the St. Lawrence fur trading empire. Without the French rivalry, the British traders were not as inclined to pursue an aggressive policy of going directly to the Indian camps. Instead, they waited for the Indians to come to the posts at Niagara and Detroit, closing down Toronto and Cataraqui (as the English called old Fort Frontenac). Furthermore, the growing concern over the illicit sale of liquor to the Indians in the aftermath of the uprising under Pontiac in 1764 prompted British authorities to restrict the right to trade in the interior to those "responsible" traders who had been issued special licenses.

The Credit mouth attracted unlicensed traders because soldiers patrolling the lakes for illicit trade tended to ignore this area, which the British did not consider to be a primary trading ground. The unlicensed traders were not about to leave a record of their illegal activity, with the result that little is known about the Credit River area during the early British period.

The outbreak of the American Revolution in 1775 seriously disrupted the St. Lawrence fur trade since only the "King's" ships were allowed to sail on the Great Lakes as a precaution against smuggling by traders in private ships. The Mississaugas were trade allies of the British, but they had little desire to fight the Americans with whom they had no quarrel. The Mississaugas figured more prominently at the end of the Revolutionary War in 1783 when the British government faced the problem of resettling nearly 10,000 so-called "United Empire Loyalists" who had fled to Quebec from the American colonies.

British authorities had already established a policy of recognizing the Indian title to the land and of purchasing it only through formal treaty. Accordingly, from 1783 to 1787 a series of treaties were negotiated with the Mississaugas to acquire all the land along the north shore of Lake Ontario except for the portion between Etobicoke Creek and Burlington Bay. This unpurchased section henceforth became known as the "Mississauga Tract."

Settlement proceeded at a steady pace on both sides of the Mississauga Tract, although it remained confined to the shoreline of the Upper St. Lawrence River and lakes Ontario and Erie due to inadequate inland transportation. As the need arose, the imperial authority purchased more Indian land in the 1790s but preferred not to infringe upon the Mississauga Tract. Lieutenant-Colonel John Graves Simcoe, who was appointed lieutenant-governor of the Province of Upper Canada (renamed Ontario in 1867) when it was created in 1791, thought



that the Mississauga Tract should be reserved not only for the Indians but also for the "King's Mastings." The thick pine and oak forests were a vital source of masts for the sailing ships of the Royal Navy, upon which Britain's military supremacy depended. Yet it was Lieutenant-Governor Simcoe himself who inadvertently opened the way for settlement of the Mississauga Tract.

In 1793 he chose a site a few miles east of old Fort Toronto to serve as the capital of Upper Canada. It was then necessary to

Lieutenant-Colonel John Graves Simcoe served as the first lieutenant-governor of Upper Canada (now Ontario) from 1792 to 1796. His decisions to build Government House and Dundas Street were important for the eventual development of Toronto Township. Courtesy, Metropolitan Toronto Public Library



Part of Lieutenant-Governor Simcoe's grand design for the province was to employ members of his illustrious regiment, the Queen's Rangers, on public works projects. During the 1790s they opened up Dundas Street, which became a main avenue of settlement and commerce for the future Toronto Township. Courtesy, Metropolitan Toronto Public Library

improve transportation and communication between the new capital which Simcoe called the Town of York (renamed the City of Toronto in 1834) and the western district of the province. He put soldiers of the Queen's Rangers to work building a military road known as Dundas Street (in honour of British Home Secretary Henry Dundas). The section of Dundas Street running through the Mississauga Tract was surveyed in the summer of 1794 and was completed two years later. Little more than a narrow, stump-laden, dirt path cut through the forest, the road followed an old Indian trail that ran from Cataraqui (Kingston) around the lake to Niagara. The Indians had located their trail about three miles inland because it was easier to cross Etobicoke Creek and the Credit River at this point, but Simcoe's

primary concern was that Dundas Street would be well out of the cannon range of warships on the lake. Further south, another old Indian trail formed the basis of Lakeshore Road which was opened for military purposes in the summer of 1798.

Also completed in 1798 was "Government House" at the mouth of the Credit River. Simcoe had proposed the construction of this inn two years earlier after he and his family were forced to dock at the Credit mouth to take shelter from a threatening storm. Accordingly, Government House was built "for the accommodation of travellers passing to and from the seat of government through the Mississauga Tract of land." Standing on the east bank of the river facing the lake, this one-and-a-half storey squared-timber structure, thirty feet by forty feet in dimension, was for decades an oasis in the wilderness for the weary traveller along Lakeshore Road or on a stormy Lake Ontario.

For the first few years the inn was leased by Colonel William Allan, a prominent York merchant, who in turn sublet it to various tenants. By 1805 Major Thomas Ingersoll, father of Laura Secord, who is celebrated for her heroism during the War of 1812, was leasing Government House and was the first proprietor to make it his permanent home. He therefore holds the distinction of being the first recorded white inhabitant of the Mississauga Tract. Among the conditions of his lease was that he cut out a road for one mile on each side of the Credit River and that he maintain a ferry service across the river.

After Ingersoll's death in 1812 the family continued to operate the inn for a few years before turning it over to Wesley Watson, an Irish immigrant by way of New York. The inn remained in Watson family hands, although it had become a private home by the early 1840s. In 1861 the first building in the Mississauga Tract was unceremoniously dismantled and the timber used to build a barn which was destroyed by fire two years



The Mississaugas hunted, fished, and travelled along the Credit River, and traded with the French at the Credit's mouth. Courtesy, The Delta Meadowvale Inn



Iroquois chief Joseph Brant acted as spokesman for the Mississaugas in land negotiations with British officials. Although he drove a hard bargain, he was staunchly loyal to the British cause during the American Revolutionary War and the War of 1812. Courtesy, Mississauga Central Public Library

later.

At Government House in August 1805 representatives of the British government met with the chiefs of the Mississaugas to finalize yet another land purchase treaty. The founding of York and the opening of Dundas Street had made the Mississauga Tract, in the words of Receiver-General Peter Russell, "indispensably necessary to connect the population of the Colony, with the seat of the King's Government. . . ." For nearly a decade negotiations had dragged on

as Joseph Brant, the powerful chief of the Mohawks, acted on behalf of the Mississaugas to ensure that they received a fair price for their land and that their hunting and fishing rights were protected. Under consideration was the section of the Mississauga Tract fronting the lake and extending five or six miles inland. Finally, the Crown's representative, Colonel William Claus, deputy superintendent general of Indian affairs, and the eight Mississauga Chiefs, with Quenepenon serving as their spokesman, came to an agreement. The Mississaugas would transfer ownership of over 70,000 acres of land to the Crown in return for about \$8,500. In addition the Mississaugas reserved a strip of land extending one mile on each side of the Credit River, the land where they had established their camps along Etobicoke Creek, Twelve Mile Creek, and Sixteen Mile Creek, as well as complete control over the salmon fisheries in all four waterways.

Both sides seem to have been satisfied with this agreement, although the price eventually paid by the Crown (approximately twelve cents an acre) appears miniscule for what would become prime real estate. In the early nineteenth century, however, this was still uncharted wilderness which would require many decades of back-breaking work and expense to develop. As far as the Mississaugas were concerned they had received money for something that had cost them nothing in the first place. They had no concept of property ownership; land was a commodity to be used for hunting and fishing. The reserves set aside in the area purchased by the Crown and the unsold portion of the Mississauga Tract (extending as far north as Georgian Bay) still left them with plenty of territory in which to continue their semi-nomadic way of life.

Immediately after signing the treaty with the Mississaugas, the provincial government appointed Samuel Wilmot to survey the purchased land as a prelude to settlement. The area was divided into three townships:

Nelson to the west, Trafalgar in the middle, and Toronto to the east. While the first two townships were named in celebration of the recent British victory over the French at Trafalgar in which Admiral Horatio Nelson was killed, Toronto Township was named after the old French fort which was mistakenly thought to have been located at the mouth of the Credit River. All three townships were added to the Home District. A district was the principal unit of local administration in early Upper Canada, and by 1805 the Home District was one of seven such units into which the province was divided.

Because the districts tended to be quite large, they were subdivided into townships in order to facilitate the land survey and certain functions of local government. Using Government House as their headquarters, Wilmot and his crew completed their survey

of Toronto Township within six months. They adopted Dundas Street as the control line and laid out two concessions north to the Base Line (now Eglinton Avenue) and three concessions south to the lakefront. The Indian Reserve along the Credit River was not included in this survey.

By the spring of 1806 settlers were arriving in Toronto Township to take up 200-acre lots along Dundas Street. By the middle of the summer, Thomas Ridout, principal clerk in the surveyor-general's office noted "that only Twelve whole lots remain unlocated throughout Dundas Street, including both sides," within the Mississauga Tract. The favourable location of these lots near the lake and along a major road within reasonable travelling distance of the provincial capital undoubtedly accounted for their appeal.

Relatively little is known about the earli-

Joseph and Jane Silverthorn were among the original Dundas Street settlers in 1807 and continued to live in Dixie until their deaths more than seventy years later. The solidly Tory Silverthorn family, led by father John of Summer-ville, was at the forefront of business and politics in the township during the nineteenth century. From Historical Atlas of the County of Peel, 1877



Joseph Silverthorn



Jane Silverthorn

est settlers of Toronto Township. None of them were men of wealth and power who might have been inclined to leave behind extensive records of their exploits. Some of them were Loyalists or their offspring and were thus entitled to a grant of 200 acres of Crown land. The most notable of the original Loyalist settlers was the Silverthorn family. John Silverthorn was an English millwright who migrated from New Jersey to the Niagara area in 1786. Two decades later his son Joseph moved to Toronto Township and settled on what is now the northwest corner of Dundas Street and First Line East (now Cawthra Road.) The elder Silverthorn followed, settling along Dundas Street on the border of Etobicoke and Toronto townships. Another Loyalist settler was Andrew Cook, a farmer who immigrated from Pennsylvania to Ancaster in 1804. Four years later he acquired land on the north side of Dundas Street near the western boundary of Toronto Township.

While some Loyalists chose to settle permanently, others preferred to sell their land grants to immigrants from the United States. This was apparently the case with Mrs. Sara Grant who actually received the first patent issued in Toronto Township in May 1807 but immediately sold her 200 acres to Phillip Cody of Massachusetts for about \$500. Cody built an inn on the south side of Dundas Street and among his first guests were Joseph and Jane Silverthorn who stayed there until their log cabin was erected on the lot across the street. Other American immigrants to settle along Dundas Street by the end of 1807 were Daniel Harris (a millwright and carpenter), Absalom Wilcox (a journeyman builder), and Allan Robinett (a French Huguenot tanner from Pennsylvania).

Toronto Township was opened for settlement at the height of the post-Loyalist wave of American immigration from the United States encouraged by Lieutenant-Governor Simcoe. He realized that Upper Canada urgently needed to be populated and that Brit-

ish immigrants would be in short supply so long as the war against France continued to rage in Europe. The only hope seemed to lie in the American immigrants who already had experience in developing a pioneer region.

Despite the Napoleonic Wars in Europe, a few English immigrants managed to make their way to Toronto Township. For example, Joseph Cawthra, originally from Yorkshire, emigrated to New York in 1802 and then moved on to Upper Canada in 1808. Operating out of York, Cawthra went on to become one of the province's most successful wholesalers. He and his son Henry acquired government grants of 500 acres running south from Middle Road (now the Queen Elizabeth Way) to the lakeshore along the east side of the road that would bear the family name.

By 1807 settlers were also arriving via Lake Ontario, Lakeshore Road, and Middle Road to the area about three miles west of the Credit mouth. The Middle Road was a concession road opened in 1806 and was so named because of its location between Dundas Street and Lakeshore Road. Thomas Merigold was among the earliest settlers to this area. A Loyalist from New Brunswick, he settled south of Lakeshore Road near present-day Clarkson Road. Merigold's daughter, Mary, married Benjamin Monger, a retired sea captain from New York. Monger acquired land on the north side of Lakeshore Road across from the Merigolds and went on to become a prominent merchant in the township. One of Monger's employees was Warren Clarkson, who came to the township from Albany, New York, in 1808 when he was only fifteen years old. By 1819 Clarkson had purchased 100 acres from Monger for about \$1,000 and would himself become a leading businessman in the community that would later be named after him.

The population of Toronto Township reached 175 according to a census taken in March 1809. Settlers were attracted to Toronto Township not only by its accessibility



to York but also by the quality of its land. The terrain of the township is gently undulating, rising from about 250 feet above sea level at the lakefront to about 700 feet twelve miles inland (near its eventual northern border). Most of the area south of Dundas Street was once covered by an ancient glacial lake known as Lake Iroquois. When its waters eventually receded to form Lake Ontario, rich deposits of sandy loam were left behind in the dried lake bed. In the area north of the Lake Iroquois shoreline an almost equally rich clay loam predominates. The fertile and well-drained soil combined with a moderate climate, featuring about thirty-three inches of precipitation evenly distributed throughout the year and a growing season approaching 200 days, was bound to lure prospective farmers to Toronto Township.

Most of the early settlers in Toronto Township were indeed experienced farmers. Those who had been granted lots along Dundas Street in particular had been carefully selected to ensure that they were suffi-

ciently equipped to handle the responsibility of settling on a major roadway. Despite starting out with certain advantages related to skill, location, and quality of land, the original settlers of Toronto Township still had to endure the usual hardships of early Ontario pioneer life.

Their pioneer ordeal often began even before they arrived at the site of their new home. Early Ontario roads were notoriously treacherous at times, and the main arteries of Toronto Township were no exception. Because they were designed as military rather than settlement roads, both Dundas Street and Lakeshore Road were in dire need of improvement by 1806. Although Dundas was straightened after the survey was completed, a traveller was still plagued by steep hills, unsafe bridges, huge tree stumps projecting above the surface, and in some places swamps and "knee-deep" mud. Lakeshore Road was even less passable, primarily because of unmaintained bridges across the Humber and Credit rivers. Crude scows or rafts would often be used to ferry set-

Elizabeth Simcoe, wife of the province's first lieutenant-governor, was inspired to paint this scene at the mouth of the Credit River during their unscheduled stopover in 1794.



Before obtaining clear title to his land the settler had to erect a dwelling sixteen by twenty feet. The tall pine and oak timbers of the primeval forest covering Toronto Township in pioneer times offered ample building material. Courtesy, Book Society of Canada Ltd.

tlers, their belongings, and their livestock across these waterways. After travelling along Lakeshore Road on his way to York in 1817, Robert Gourlay complained: "No less than seven hours were thus wasted in getting over as many miles!!"

Upon reaching his prospective lot, the settler who had been granted land by the Crown had to perform "settlement duties" within eighteen months before obtaining clear title. These duties included erecting and occupying a dwelling at least sixteen feet by twenty feet, clearing, fencing, and planting five acres of land, and clearing half the road allowance across the front of his property. The latter tasks meant removing logs and brush from the roadway, and cutting down all trees across the front of the lot for 100 feet from the line of the road allowance. Ultimately, the settler had to ap-

pear before a magistrate with two witnesses and swear that he had satisfactorily completed his settlement duties.

Even after the settlement duties were out of the way pioneer life continued to be very arduous and precarious. By far the most back-breaking chore that early settlers faced was clearing land. The original survey of Toronto Township reported "a great many" pine trees sixty to seventy feet high and seven to eleven feet around, along with oaks having a similar circumference and reaching forty-five feet in height. While this primeval forest may have appealed to the Mississaugas and the Royal Navy, to the pioneer farmer trees were a curse. Certainly, the forest was a useful source of building material and fuel; but with the supply of trees far surpassing the need and the market for wood products still limited, the forest loom-



ed as a formidable obstacle to cultivation.

As if these physical hardships were not enough, the pioneer family also had to contend with food shortages due to crop failure or killing frost, violent storms and bitterly cold winters penetrating their crude shelter, wild animals such as bears, wolves, and foxes attacking livestock and fowl, the solitude of the wilderness, and the many privations of frontier life in general. While travelling to York along Dundas Street in 1817, Francis Hall noted: "Nothing looks less cheerful than the hut of a primitive settler, especially when isolated in the mass of a dark heavy forest. . . ."

Contributing to the isolation of Toronto Township settlers was the outbreak of the War of 1812. The periodic threat of an American invasion and the urgent need for troops to defend the province brought the first wave of settlement to an end. Although the population did not grow, economic life seems to have been enhanced by the war. The demand for farm produce, particularly grain, increased considerably, and with the disruption of shipping along Lake Ontario the traffic along Dundas Street was much greater than usual. To facilitate the movement of troops, the provincial government undertook an improvement of the roadway, including grading of hills and removal of

stumps and boulders. Thanks to these improvements and the strict enforcement of settlement duties, Dundas Street by the end of the war was a 266-foot-wide opening in the woods except for the two miles of Indian Reserve on either side of the Credit River. Although some stretches might be washed out after a heavy rain, the road as it passed through the township seems to have compared favourably with other roads in the province. The same could not be said for Lakeshore Road between the Credit River and Etobicoke Creek. Too close to the lake to warrant improvement during the war, the road was a prime example of how the non-performance of settlement duties—in this case by absentee military personnel who were exempt—could retard the development of an area. Not until the early 1820s when the road was improved was the area east of the Credit River settled.

After the war between Britain and the United States ended in 1815, immigration to Upper Canada resumed, but with a distinct difference. Blaming the seeming lack of local enthusiasm for the war effort on the predominance of American immigrants with "republican" sentiments, the provincial government sought to stem the tide of newcomers from the south. Accordingly, land would no longer be granted to American citizens

After about three years of hard work the pioneer homestead would be well-established, but it would be several more years before the forest was largely cleared and the tree stumps removed from the land. Courtesy, Perkins Bull Collection, Archives of Ontario



until they had been residents of Upper Canada for seven years. Furthermore, the westward movement of American people was now by-passing Upper Canada in favour of the plains region of the United States. At the same time thousands of people were leaving the British Isles in the wake of the social and economic dislocation that followed the Napoleonic Wars. Upper Canada over the next four decades would be peopled by British immigrants, and Toronto Township would receive its fair share.

In need of more land for these new settlers, the provincial authority began to cast its sights towards the remainder of the Mississauga Tract, north of the area purchased in 1805. Once again, Colonel Claus acting on behalf of the Crown met with the Mississauga chiefs at Government House to negotiate a land purchase treaty in October 1818. With the signing of the second Mississauga Purchase Treaty, the Crown acquired about 648,000 acres in return for an annual payment of about \$2,500. This time no land was reserved for the Mississaugas along any of the inland waterways, including the Credit River. As a result the northern boundary of Toronto Township was extended another six miles to present-day Steeles Avenue. The area of Toronto Township was now 64,777 acres (roughly nine miles east to west and twelve miles north to south), the standard size of a nineteenth-century Ontario township.

Within six months Richard Bristol, with

financial backing from Timothy Street, a saddler from Niagara, had completed the survey of the north half of the Township of Toronto. This became known as the "New Survey" while the south half was designated the "Old Survey." Instead of Dundas Street, the New Survey adopted Centre Road (now Hurontario Street or Highway 10) running in a north-south direction as the control line, and six concessions were laid out on each side. In return for their services, Street received 1,000 acres of Crown land in the New Survey and Bristol 600 acres.

Even before it was ready for settlement, a few squatters were moving into the New Survey in anticipation of receiving land grants. Amaziah Church, for example, is thought to have taken up land along the Credit River about one mile south of the new northern boundary as early as 1815. Sometime between 1818 and 1820 he built the first sawmill in the New Survey. Likewise, Malcolm McKinnon was occupying his lot on the north side of the Base Line at the western boundary of the township for several months before the area was surveyed in February 1819. He is recorded as being the first settler officially granted land in the New Survey. Also among the first official settlers by the spring of 1819 was James Glendinning, who located his farm on the banks of Mullet Creek just west of the Credit River about a mile north of the Base Line. He was joined in the following year by a group of settlers including John Barnhart, a Loyalist who by 1821 had opened a general store and trading post. About the same time, Timothy Street, also a Loyalist, built a saw- and gristmill along the Credit in the settlement that would bear his name.

About two miles further up the Credit, a group of Irish immigrants from New York came to settle in 1819. They were part of a contingent of twenty-six Irish families who had become disenchanted with their treatment as enemy aliens during the War of 1812. Their caravan of wagons entered Up-

per Canada through the Niagara frontier and headed for Toronto Township along Dundas Street. Upon reaching the Credit River, a group led by John Beatty proceeded upstream while another group led by Thomas Graham continued on to settle in the northeastern corner of the township. Another smaller group of these Irish immigrants led by Joseph Carter located just west of the Centre Road about four miles north of Dundas Street. In the wake of the opening up of the New Survey as well as the post-war "settlement boom" in the Old Survey, the population of Toronto Township was up to 803 by 1821.

The Mississaugas in the Old Survey had become thoroughly disillusioned with their living conditions and their contact with the white man. Consequently, in 1820 they agreed to sell to the Crown all of the Credit River Indian Reserve retained in the Treaty of 1805, except for 200 acres on the west bank of the river about a mile above their village at the Credit mouth. In 1826 the Indian village was relocated in the vicinity of the new reserve. The surrender of the Indian reserve coupled with the second Mississauga Purchase two years before greatly enhanced the Credit Valley's potential for settlement in general and the development of millsites in particular. Included among the new millsites was Thomas Racey's sawmill at the junction of Dundas Street and the river where settlement was now under way. The Credit River was beginning to rival Dundas Street as a major artery of settlement in Toronto Township.

The removal of the Indian village at the Credit mouth by the late 1820s opened the way for the development of the port for commercial purposes. Until then the sheltering river mouth had served primarily as a port of call for small lake vessels. Soon it would become a convenient shipping port for grain and timber from the growing number of mills upstream.

The original inhabitants, the Mississauga Indians, would not share in the prosperity

Facing page, top: A pioneer's first home was often a crude shanty with no amenities. If the family persevered, they would eventually be able to build a larger frame house and the old shanty would be used as a farm building. Courtesy, Perkins Bull Collection, Archives of Ontario

Facing page, bottom: Dundas Street about 1830 would have closely resembled the road from Toronto to Kingston as portrayed in this painting by J.P. Cockburn. In fact, the Kingston Road was the eastern extension of Dundas Street in Lieutenant-Governor Simcoe's trans-provincial road scheme. From Edwin Guillet, *The Story of Canadian Roads* Toronto, 1966

Right: Peter Jones, half-Indian son of surveyor Augustus Jones, was a linguist, scholar, and devout Methodist convert. With his brother John and Egerton Ryerson, he helped build the Credit Indian Village and became chief of the Mississaugas in 1829. Courtesy, United Church Archives, Toronto



Below: A young Egerton Ryerson spent a year as a missionary at the Credit Indian village in the mid-1820s. As superintendent of education in the province from the 1840s to the 1870s, he has been recognized as the founder of the Ontario public school system. Courtesy, Wesleyan Methodist Magazine, 1837



and progress of Toronto Township, although it seemed for a while that they might. At first, the sale of their land and the arrival of white settlers had little impact on the less than 300 Mississaugas who roamed the Credit watershed. They did not remain confined to their reserve but rather continued to use the entire area of the township as they had before 1805. Their relationship with the first wave of settlers remained reasonably cordial since there was so much land for relatively few people. The settlers were much too busy performing their settlement duties and clearing an additional few acres to be concerned with Indians trespassing on the wooded areas of their lots, and the settlers found the Indians useful in keeping wild animals away from their livestock and fowl.

However, as more land was cleared and more settlers came, the Mississaugas' nomadic way of life inevitably clashed with



the sedentary nature of the agricultural frontier. Farmers began to view Indians wandering through their fields as a nuisance. Increasingly the Indians became objects of ridicule and hatred by a society that did not understand their customs or respect their culture. Too many days were spent in idleness and drunkenness at the wigwam village which had emerged at the Credit mouth. The Indians also fell prey to other European-imported diseases such as measles, small pox, and tuberculosis, to which they had little immunity.

The plight of the Mississaugas along the Credit River became the concern of Methodist missionaries who arrived in the early 1820s. Among them were Peter and John Jones, the half-breed sons of the noted York surveyor Augustus Jones. Having spent their youth with their mother, the daughter of a Mississauga chief, the Jones brothers were quite familiar with the nomadic way of life. However, their father had arranged for them to be educated at an English school, and eventually they became Methodist "circuit riders" preaching to the Six Nation Iroquois at the Grand River Reserve and the Mississaugas at the Credit village.

The useful work of these preachers persuaded the provincial government in 1826 to use the proceeds from the sale of Indian lands to build up to thirty log houses near the remaining Credit Reserve (where the Mississauga Golf and Country Club is now located). The objective of provincial govern-

ment policy was to relocate the Credit village on this new site where the Mississaugas could be "civilized" and taught "regular habits." This meant providing the children with a Christian education and teaching the adults the skills of farming. A census of the new Credit village taken in 1826 reported a population of 226 Indians, sixty-one acres of cultivated land, and an assortment of livestock and agricultural implements. Egerton Ryerson, later to be the founder of the Ontario public school system, served as a missionary at the new Credit village during the first year of its existence.

Until 1837 the Credit mission seems to have been a success. It had expanded to include fifty houses each containing two families, 900 acres of land cleared and under cultivation, and a substantial sawmill. However, the mission gradually fell upon hard times largely owing to epidemics of contagious diseases which decimated the Indian population until the maintenance of a separate mission was no longer warranted. Besides, the township was developing much too rapidly for the Indians who were having difficulty adapting to an unfamiliar agrarian way of life. Finally, in 1847, the provincial government moved the Mississaugas to a 4,800-acre site within the Grand River Reserve. The original inhabitants of Toronto Township, like the other native peoples of North America, had become the principal casualties of the progression from wilderness to settlement.

In 1826 the provincial government granted the Mississaugas a tract of land for a village, shown here circa 1830, on the west bank of the Credit River where the Mississauga Golf and Country Club now stands. Disease and the pressure of white settlement prompted the Mississaugas to move to the Grand River Reserve in 1847. From E. Ryerson, The Story of My Life, 1824-1881

Chapter Two



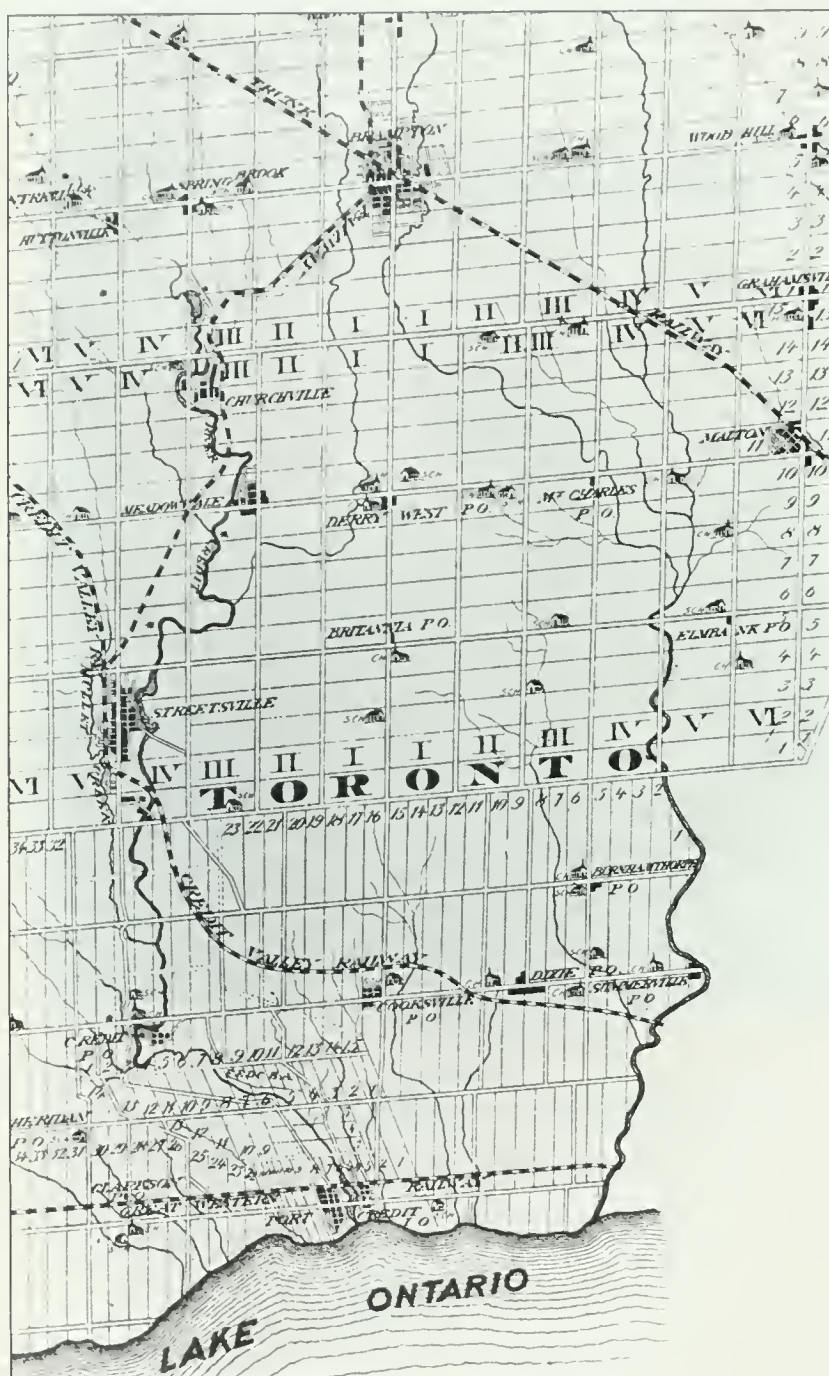
THE COMMUNITIES EMERGE

After a brief lull in settlement during the mid-1820s Toronto Township enjoyed three decades of dynamic growth. Its population reached 4,000 by 1835 and stood at 7,539 according to the first census in 1851. This growth spurt coincided with the influx of British immigrants to the province, which began as a trickle in the decade after 1815 and became a flood in the 1830s and 1840s. During this period the township began to fragment into a collection of hamlets and villages, each of which had its own reason for existing. As the era of massive British immigration drew to a close in the 1850s and attention began to focus on the virgin wheatland of the western prairies of Canada, the township's population declined steadily in the second half of the century. By 1901 only 5,208 people were living in Toronto Township and 522 in Streetsville.

Villages in nineteenth-century Ontario were of two types:



Churchville is no longer part of Mississauga, but it was the northerly hamlet of Toronto Township until the new regional boundaries established it at the southern limit of Brampton. This is how the village appeared from the top of the hill on Churchville Road around the turn of the century. Courtesy, Region of Peel Archives, Brampton



This map from the Historical Atlas of 1877 shows the various concessions and lot numbers determined by the surveys of 1806 and 1819. From Historical Atlas of the County of Peel, 1877

incorporated and unincorporated. When the population of a community not occupying more than 500 acres exceeded 750, its rate-payers could apply to the county council to be declared a village. An incorporated village, like a town or township, had specified borrowing powers and an elected council which could make a wide variety of political decisions affecting the citizens within its borders. Smaller communities could be given "police village" status which meant that they had some but not all of the powers of a full-fledged village as authorized by the Ontario Municipal Act. Besides these politically created villages, there were organically created villages which existed in the minds and sentiments of the people who lived in or near them. The unincorporated villages grew up two or three miles apart throughout Toronto Township during the first half of the nineteenth century.

These virtually self-contained hamlets emerging in such close proximity to one another can be compared to the shopping centres that now dot the urban landscape. Both were designed to provide services and supplies to the people who lived within easy travelling distance of them. But to the pioneer settler the local village was even more fundamental to existence than is the local plaza or mall to the modern shopper. The modern urban dweller has the option of travelling an extra ten miles or so to another shopping centre. For the rural pioneer that extra distance, depending upon the weather and road conditions, could mean an entire day's journey by horseback or wagon. In essence, the nineteenth-century rural dweller lived in a completely different framework of time and space than does his or her twentieth-century urban counterpart. The world was the village and perhaps the ones a few miles on either side of it; seldom did the world extend beyond these limits.

In most cases no one could pinpoint when a row of concession lots turned into an organized village. No public ceremonies or decrees heralded its founding. Usually, the

opening of a post office at a well-travelled crossroad would necessitate that a name be given to the surrounding area. The first name might not always last, but eventually people within the community and nearby would grow accustomed to a specific name which had significance to them.

Since settlement in Toronto Township originated along Dundas Street, it was natural that the first signs of village life would be found there. In a six-mile stretch between Etobicoke Creek and the Credit River, four villages were distinguishable by the early 1830s: Summerville at the junction of Etobicoke Creek, Dixie between the north-south concession lines now known as Dixie and Cawthra roads, Cooksville at the intersection of Centre Road or Hurontario Street, and Erindale at the junction of the Credit River. Although not situated along Dundas Street proper, the village of Burn-

hamthorpe could be considered within the orbit of the aforementioned communities for it was located only one concession road north of Dundas Street (a distance of about a mile and a quarter) at the current intersection of Burnhamthorpe and Dixie roads.

Summerville was one of the earliest business centres in the township thanks to the efforts of the Silverthorn family. By 1818 Summerville's first settler, John Silverthorn, was operating a blacksmith shop as well as large saw- and gristmills along Etobicoke Creek with his son Joseph. Another Silverthorn son, Thomas, opened a hotel along Dundas Street around the same time. Accordingly, the community which grew up around the Silverthorn enterprises was originally known as Silverthorn's or Mill Place. When a post office was opened in 1851 the village was renamed Summerville, an Irish name of unknown origin. Summerville

Joseph Silverthorn's homestead known as Cherry Hill was probably the most elegant of its day. This two-storey frame house built in 1822 was the Silverthorn's third residence at the corner of Dundas Street and Cawthra Road. The original log shanty was replaced in 1816 by a larger stone structure which was ultimately incorporated into Cherry Hill. From Historical Atlas of the County of Peel, 1877





Cooksville was named after Jacob Cook, who was born in Pennsylvania in 1776 and came to Toronto Township via Ancaster in 1815. He purchased the property at the corner of Dundas and Hurontario streets in 1819 on which the village of Cooksville grew. From Historical Atlas of the County of Peel, 1877

appears to have been a millsite until the mid-1860s when a declining supply of water from Etobicoke Creek forced the mills to close. By then another hotel, a general store, a carriage works, and a Methodist church had been added to the village which had a population of about 200.

It was not uncommon in a pioneer community for a tavern and a church to emerge as the twin pillars of social life. Such was the case with the village of Dixie which developed around Phillip Cody's inn and Peel County's first church, the Union Chapel,

which was erected in 1816. By the 1840s the community which was growing up around the Union Chapel was known as Sydenham in honour of Charles Poulett Thompson (Lord Sydenham), governor-general of British North America from 1838 to 1841. A popular name for the community at mid-century was Irish Town because of the large number of settlers of Irish origin there. When a post office opened in 1864 it was called Fountain Hill, a name commonly used in the village's early years. The following year the name of the village was changed to Dixie after Dr. Beaumont Dixie, who from the 1840s until his death in 1897 served the village as well as Cooksville, Erindale, and Streetsville. By 1880 Dixie had become a thriving market gardening centre with a population of about 200. Included in the village were a hotel, a blacksmith shop, two general stores, a Roman Catholic and an Anglican church (in addition to the Union Chapel), a large brick schoolhouse, and a station on the newly built Credit Valley Railroad line. In 1898 the Canadian Pacific Railroad which had taken over the Credit Valley Railroad opened a gravel pit able to "give employment to all available hands" in the area. At the turn of the century Dixie, with a population of about 400, was competing with Cooksville as the leading village along Dundas Street.

Cooksville was originally known as Harrisville after the first settler in the area. Daniel Harris operated a sawmill as well as a potashery and a pearl-ashery along Cooksville Creek. In 1819 he sold part of his holdings at the southeast corner of Dundas and Hurontario streets to Jacob Cook, son of Andrew Cook, for \$30. By 1829 the younger Cook secured a government contract to carry mail on horseback from Ancaster to Toronto along Dundas Street. Within a few years he had managed to extend his route as far east as Kingston and as far west as Goderich on Lake Huron. He also operated a stagecoach service from

Hamilton to Toronto, thereby making his community (then commonly known as Millbrook) a major way station. In 1830 the area around the Dundas-Hurontario crossroads began to be subdivided into village lots, and six years later it was renamed Cooksville in honour of the community's leading entrepreneur.

With Hurontario Street becoming a major north-south route and Dundas Street continuing to handle a substantial east-west traffic, Cooksville developed into a busy commercial and service centre with a population exceeding 300 by the middle of the nineteenth century. However in 1852 fire swept through the village destroying all but a few buildings. The process of recovery was hampered three years later by the opening of the Great Western Railway through Port Credit. The railway diverted much of the traffic between Toronto and Hamilton away from Dundas Street. Moreover, the diminishing danger of an American attack after the 1860s enhanced the prospects of Lakeshore and Middle roads to the south at the expense of the Dundas route.

Despite these setbacks, Cooksville remained an important business and administrative centre. Because of its central location, it was chosen to be the seat of Toronto Township Council in 1873. Furthermore, it was noted in the *Historical Atlas of the County of Peel* in 1877 that:

... the land around the village is of the richest and the farmers, as a general thing, wealthy. And it is hoped that by the building of the Credit Valley Railroad that the business will again assume the magnitude that it did in the days of yore.

With the opening of the Credit Valley line two years later, Cooksville did regain some prominence as a shipping centre for local farm products, although not as much as had been anticipated. An article in the *Brampton Conservator* in 1891 concluded that Cooksville would be "a most convenient

and desirable place for a country residence" but for "the poor train accommodation."

Burnhamthorpe was too close to Dixie and Cooksville to develop into a sizeable village. Founded in the 1820s, the village originally known as Sand Hill or Sandy Hill reached its peak of development in the 1860s and 1870s. With the opening of a post office in 1862, the name was changed to Burnhamthorpe (after Lord Nelson's birthplace in England) in order to avoid confusion with the village of Sand Hill in neighbouring Chinguacousy Township. By the late 1870s the village of scarcely 100 residents had a tavern, a blacksmith shop, a wagonmaker shop, a general store, a Sons of Temperance Hall, a Methodist church, and a one-room schoolhouse.

Village life along Dundas Street was initially confined to the area east of Hurontario Street because of the Credit Indian Reserve. But in 1820 the provincial government acquired the reserve from the Mississaugas and surveyed it in three blocks. The centre block covering both sides of Dundas Street was laid out "in Lots of Fifty Acres and a Village" and was sold in its entirety to Thomas Racey two years later. Racey, a timber cruiser and ex-army captain, succeeded in building a sawmill on the Credit River by 1825, but a shortage of funds prevented him from fulfilling his commitment to establish a village. In 1827 Racey's block was again up for sale, only this time in smaller parcels. James McGill, a Scottish immigrant bought Racey's mill and a considerable amount of property surrounding it.

About the same time that Racey was purchasing the centre block of the Credit Reserve, Colonel Peter Adamson was settling on the south side of Dundas Street about a mile west of the new village site. Colonel Adamson had immigrated from Scotland in 1817 and was a typical "estate settler." He was a gentleman of better than average means who came to Upper Canada seeking an estate rather than a farm. Not wealthy enough to own an estate in Britain, he could

emulate the life of the landed gentry in a colonial society where capital resources were in shorter supply.

Colonel Adamson used his considerable influence to recruit Reverend James Magrath as rector for the St. Peter's Anglican Church. Realizing that his children's opportunities for social and economic advancement were limited in his native Ireland, Reverend Magrath migrated to Upper Canada and took up an 800-acre estate called Erindale on the north side of Dundas Street just east of the Credit River. The Magraths would remain an influential family in the community throughout the nineteenth century.

The village along Dundas Street at the Credit River was beginning to take shape by the end of the 1820s. Detailed plans were drawn up in 1830 for the establishment of the "Town of Toronto," but for unknown reasons they never materialized, and the name was adopted by the town of York when it became a city four years later. Instead, the village was called Credit when a post office opened in 1831, although shortly thereafter the name Springfield was also used. A letter written in 1833 by a local resident, Dr. James Coleman, indicated the progress that the village had made in a short time:

Springfield is a rapidly increasing place and one of the prettiest villages in Upper Canada. 3 years ago it contained only 4 houses, now there are 23 and many more will be erected this summer. There are 4 stores, 2 taverns, a church with a spire and burial ground, a sawmill and grist mill, 2 breweries will commence this autumn. There are now a tailor, a blacksmith, a shoemaker, a cabinet maker, a manufactory worked by water and many carpenters and joiners.

For the next two decades, Springfield or Credit (both names seemed to have been used interchangeably) became a regular stopping place for stagecoaches travelling

between Toronto and Hamilton. This trip took up to five hours, and the village with its popular Exchange Hotel was ideally situated about halfway between the two cities. Like neighbouring Cooksville, Springfield, with a population around 200, suffered from the decline in traffic along Dundas Street after the opening of the Great Western Railway further south in the mid-1850s. By 1889 Springfield had become a more popular name than Credit, so the post office was officially renamed Springfield-on-the-Credit. However, the confusion with other Springfields in Ontario and Ohio prompted another name change in 1900 to Erindale after the old Magrath estate.

Although the lakeshore area west of the Credit River was settled as early as Dundas Street, villages were slower to develop along Lakeshore and Middle roads. By the end of the 1830s three villages were gradually emerging within a six-mile span: Port Credit at the junction of Lakeshore Road and the river mouth, Clarkson about three miles to the west along Lakeshore Road at the present intersection of Clarkson Road, and Sheridan along Middle Road at the western boundary of Toronto Township.

The oldest of the lakeshore communities, Clarkson was named after Warren Clarkson around whose property the village developed. By 1834 stagecoaches travelling from Toronto to Hamilton followed a trail from Erindale south to Lakeshore Road. This trail running along the east side of Clarkson's property later became known as Clarkson Road. Shortly after 1835 Clarkson built the first store in the area along Clarkson Road just north of Lakeshore Road. The Great Western Railway purchased a right of way through Clarkson's property in 1853 and two years later opened a station called Clarkson's. The emerging community was also known as Clarkson's Corners, but when a post office opened in 1875, it was henceforth called Clarkson. The post office was established in the Clarkson family store with Warren's son, William, serving as post-



Left: Reverend James Magrath acquired an 800-acre estate on the north side of Dundas Street east of the Credit River. Here in the early 1830s he built his impressive homestead known as Erindale. The house was destroyed by fire in the 1860s. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton

Below: From the ashes of the first Erindale homestead emerged a larger residence in which William Magrath, fourth son of Reverend James Magrath, lived until his death in 1888. Courtesy, Region of Peel Archives, Brampton



Right: In 1835 Warren Clarkson opened his first store in the village that would be named after him. The Clarkson family store, shown here circa 1900, became the local post office in 1875, with Warren's son William serving as postmaster. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



Below: By the end of the nineteenth century Clarkson was a small farm service village with about fifty residents situated around the intersection of Lakeshore and Clarkson roads. Pictured here are the W.A. Durie and E.M. Clarkson stores. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



master. A member of the Clarkson family would serve as postmaster for the next forty-four years.

Even at the height of its development in the 1870s and 1880s Clarkson was little more than a string of houses and shops along Clarkson Road. Besides Clarkson's store and post office and the railway station, the hamlet consisted of Joshua Pol-lard's Inn dating back to 1811, a school and meetinghouse erected in the 1820s, and a Methodist church. Clarkson's population by the turn of the twentieth century was about fifty, probably half of what it had been two decades earlier.

In May 1879 an estimated 8,000 visitors from Toronto flocked to the Lakeshore area southeast of Clarkson to enjoy the opening of Lorne Park. The seventy-five-acre amusement park named after the Governor-General Marquis of Lorne had a restaurant, bar, shooting gallery, bowling alley, billiard parlour, merry-go-round, dancing pavilion, picnic facilities, baseball grounds, and swings. The recreation complex attracted as many as 5,000 visitors who came by railway, steamboat, or carriage on a summer Sunday. By 1886 the Toronto and Lorne Park Summer Resort Company had embarked upon a scheme to subdivide parkland into fifty-foot lots to be sold for \$100 each.

Within eight years, seventy-two lots had been purchased, mostly by affluent Torontonians seeking to build summer cottages. The resort community had even acquired its own summer post office by the end of the century. However, while the Lorne Park residential community would survive, the amusement complex itself declined in popularity. The end came in 1903 when a wharf collapsed under the weight of a crowd waiting to return to Toronto by ferry.

Like Clarkson, Sheridan was never more than a hamlet serving the surrounding farming community. It began in the 1820s on land which Henry Gable and Sebastian Greeniaus had originally settled in 1807. William Ranson Hammond of Pennsylvania



opened a store and named the settlement Hammondsville. One of Hammondsville's most distinguished citizens was Joseph Adamson, brother of Colonel Adamson of nearby Erindale. Dr. Adamson, who came from Scotland in 1822, was the first licensed physician in Peel County. He acquired 400 acres around Hammondsville, and by 1825 had built a home near the corner of Middle Road and the Township Line where the village was beginning to focus. When a post office opened in 1857 the village was renamed Sheridan after the Irish playwright Richard Brinsley Sheridan. By 1870 the village also had a blacksmith shop, a chair factory, two tanneries, a shoemaker

Lorne Park was named after the Marquis of Lorne, governor general of Canada from 1878 to 1883. He presided over the opening of the popular amusement resort in 1879. From A Village Within A City, Lorne Park Estates Historical Committee

Joseph Adamson of Sheridan, brother of Colonel Peter Adamson of Erindale, was Peel County's first licensed physician. His practice covered a wide area which included Streetsville, Erindale, and the Credit Indian Village. He is shown here circa 1840. Courtesy, Adamson Collection and Region of Peel Archives, Brampton



shop, and a Methodist church. The population of the village was never much more than 100, and at the end of the century it was half that amount. Both Sheridan and Clarkson declined as community development increasingly focused on Port Credit.

The village of Port Credit still did not exist in the early 1830s. Despite the surrender of the Credit Indian Reserve, the disappearance of the Indian village at the river mouth, and the extension of Hurontario Street to the harbour in the previous decade, Government House remained the only sign of settlement at the Credit mouth. In 1832 the provincial government built a new corduroy road along the lakeshore, a route that had been little used prior to then because of its miserable state. Two years later the government also surveyed 340 acres on the west side of the river as a townsite and passed an act to incorporate the Port Credit Harbour Company to undertake harbour improvements. The company received a grant of about \$7,500 to build two wharves and a warehouse on the east bank of the river. Furthermore, Hurontario Street was

macadamized from Dundas Street to the lake by 1838. Nevertheless, the village was slow to develop. When Anna Jameson visited Port Credit in 1837 she noted: "there is little evidence of settlement here—only four to five cottages!" Walton's Directory of the Home District in 1837 confirms Mrs. Jameson's observation, listing only six heads of families in the community. Among the earliest inhabitants of the village were Peter and John Jones who each owned an acre and a half of land.

Within a decade, however, Port Credit had a population of 150 and consisted of two inns, two stores, a blacksmith shop, a shoemaker, a wagon maker, a tailor, a Methodist church, a schoolhouse, and a post office. With wagonloads of grain teamed down Hurontario Street and timber floated down Credit River, Port Credit harbour would soon have to be enlarged. The nearby supply of timber also enabled shipbuilding to flourish at the harbour. Furthermore, there was regular stagecoach service between Toronto and Hamilton along Lakeshore and Middle roads, and lake steamers travelling between the two cities made regular stops at Port Credit. Salmon fishing thrived until the late 1840s when the waters of the Credit River became too polluted by sawdust from the mills upstream. By the mid-1850s Port Credit had grown to a population of about 400 and become one of the busiest shipping centres on the Great Lakes.

The advent of the railway proved to be a mixed blessing to Port Credit. In 1855 the Great Western Railway established a station at Port Credit, which along with the opening of a telegraph office on the line between Toronto and Hamilton seemed to reinforce the village's position as a hub of transportation and communication. But while the Great Western line diverted traffic from Dundas Street through Port Credit, it also contributed to the decline of shipping activity in the harbour. The following year the Grand Trunk Railway completed a line running northward from Toronto through



Louis Bradley, a Loyalist who settled along the lake-shore of Toronto Township in 1809, built this frame structure as his second house about 1830. Bradley House has been restored to period and is currently Mississauga's only public museum. Courtesy, City of Mississauga, Public Relations and Communications Department

Malton and Brampton. Thus, grain and other farm produce from the northern hinterland could be transported more easily and cheaply to the port at Toronto. At the same time, the end of the Crimean War, which had given an added boost to grain shipment from Port Credit harbour over the past three years, ushered in a period of general economic depression. To make matters even worse, fire had devastated the harbour in 1855, and the reduced traffic did not encourage speedy reconstruction. The hope that Port Credit would become a great shipping centre faded as the population dipped to 350 in the mid 1860s.

Although no longer an important shipping port, the harbour became increasingly crowded with stonehookers, fishing fleets, and boating enthusiasts. Stonehookers were schooners capable of hauling ten to sixty tons of large stone, gravel, or sand dredged from the bottom of Lake Ontario. The streets and buildings of Toronto were the main beneficiaries of the work of the Port Credit stonehookers. While the salmon had

disappeared from the Credit River, there was still plenty of whitefish, herring, and lake trout to sustain the fishing business.

The County Atlas of 1877 described Port Credit as "a good place for fishing and shooting and a favourite resort for sporting men from Toronto and other places." As more Torontonians built cottages in the area, Port Credit became a shopping centre for summer residents. As the century came to a close, Port Credit was well on the way to becoming an attractive residential village, and the arrival of the St. Lawrence Starch Company in 1889 indicated that it was becoming more attractive to larger businesses as well. With a population of 650 by 1900, Port Credit was surpassing Streetsville as Toronto Township's largest village.

Streetsville, which developed on the west bank of the Credit River between present-day Eglinton Avenue and Britannia Road, was the first and only village in Toronto Township to be incorporated during the nineteenth century. Its incorporation in 1858 reflected the optimism that existed in

Right: This circa 1908 view of Port Credit Harbour, from the post office looking west, depicts the last days of the stonehookers. These schooners hauled stone and gravel dredged from Lake Ontario to be used for local building and for paving the streets of the nearby city of Toronto. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



Facing page, top: The Streetsville post office was located in the Regent House, Robert and William Graydon's general store, which was built by their brother John in 1876. The Ancient Order of United Workmen, Lodge Number 85, met above the store, and Robert Graydon lived in the adjoining house. The entire building, seen here circa 1890, was destroyed by fire in 1909. Courtesy, Streetsville Historical Society

the township as a whole and in the Credit Valley in particular around that time.

While James Glendinning was the first settler in the Streetsville area by 1819, the village actually began with the opening of John Barnhart's store and trading post (known as Montreal House), Timothy Street's sawmill and gristmill, and Israel Ransom's store in 1821-1822. A letter to the editor of the *Colonial Advocate* on July 1, 1824, expressed amazement over the rapid progress of the community:

The village of Streetsville was about four years ago composed of a mass of stout and lofty trees . . . It now contains two taverns, two stores, one gristmill with two run of stones, a sawmill, two shoe-makers, a distillery, tannery, two blacksmiths' shops, one chairmaker, one cabinet-maker, a potashery, a Presbyterian church and an excellent schoolhouse. . . . Town lots are a quarter-acre each, already sell for £10 [about fifty dollars].

Not surprisingly, Street was the leading entrepreneur of the village named in his honour. Besides the mills, he owned the tannery and distillery as well as a 400-acre

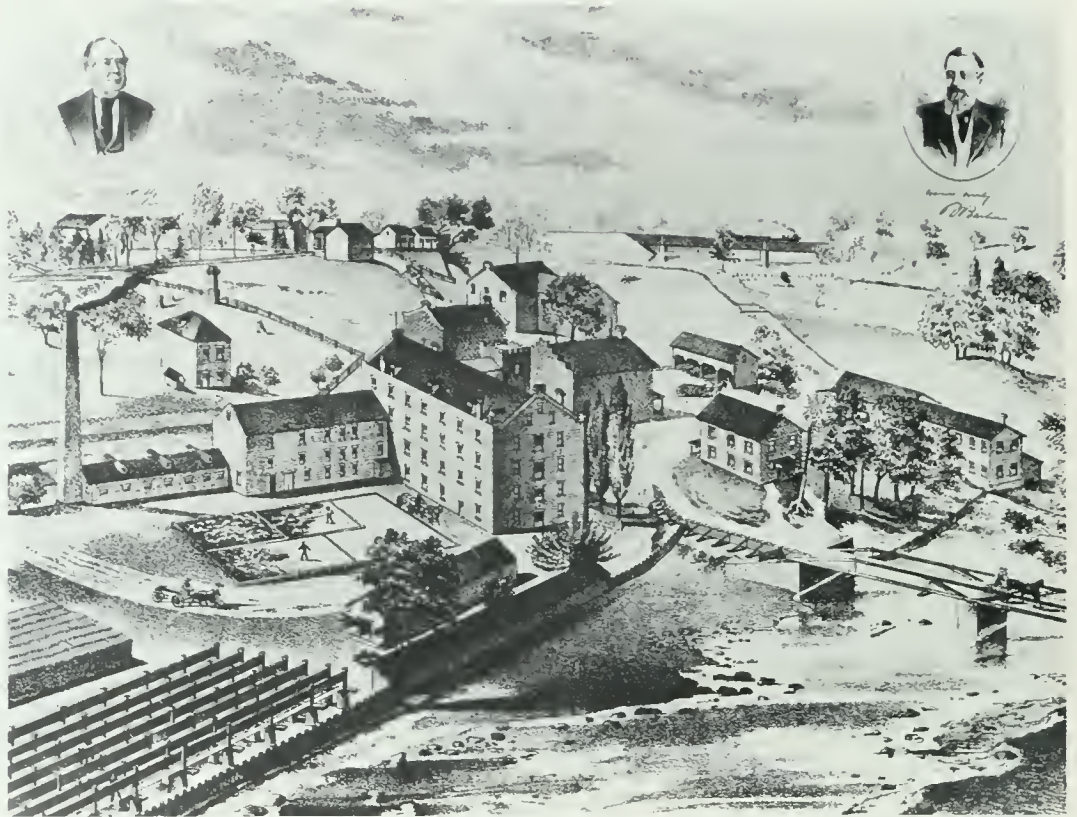
farm, several village lots and buildings, three unoccupied millsites, and the first brick home in the township. By 1829 a post office had been opened in Ransom's store, and the village enjoyed biweekly mail service.

Streetsville was an unusually large and busy village for the 1830s. Walton's Directory for 1837 indicated a population of 500 and listed fifty-three business and professional men established in the village. By 1844 the Barber brothers of Georgetown were operating a substantial woollen mill on the southern outskirts of Streetsville. Barbers' Woollen Mills (also known as Toronto Woollen Mills) went on to become one of the largest enterprises of its kind in the province. At its peak the Barber Brothers complex employed 150 to 200 workers and included three factory buildings, a sawmill, a blacksmith's shop, a machine shop, and a carpenter's shop. A village grew up around the works on the banks of the Credit River and became known as Barberville. It included a two-storey brick store, a tailor shop, stables, forty-three houses "built for the comfort and convenience of the workmen," and handsome residences for the proprietors. Gooderham and Worts, the

Facing page, bottom: William Graydon II and his wife celebrate their fiftieth wedding anniversary in 1905 at the home of their son William Graydon III on Queen Street in Streetsville. The home, known as "Solomon's Temple," was built about 1855 by Solomon Jesse Barnhart, publisher of *The Streetsville Review*. The house was demolished in 1966. Courtesy, Streetsville Historical Society



Right: William and Robert Barber started to move their extensive woollen mill operations into Streetsville in 1843. Their complex, known as Barbertown, was virtually a self-contained village. Barber Brothers' decision to move to Toronto in the mid-1880s was a critical blow to the economy of Streetsville. From Historical Atlas of the County of Peel, 1877



Below: This imposing brick house, built about 1867, was the residence of William Barber who, along with his brother Robert, established Streetsville Woollen Mills at Barbertown. Today the house serves as a fashionable restaurant. Courtesy, The Streetsville Historical Society Archives, Brampton





well-known Toronto distillers, also had a large gristmill in operation by the early 1860s.

Moreover, Streetsville was becoming a centre for religion, education, and culture. An article in the local newspaper, *The Weekly Review*, on April 7, 1849, noted that the village had "1,000 people, 4 churches and chapels, and common schools attended by 150 pupils, and in the summer will boast of a Grammar School." Five years later a Farmers' and Mechanics' Institute, the forerunner of the public library, was established for adult education. With all these earmarks of a progressive community—by far the largest in Toronto Township—the movement for incorporation of Streetsville as a village separate from the township gained impetus in the 1850s.

Shortly after incorporation, Streetsville's fortunes began to decline as both the Great Western and Grand Trunk Railways bypassed the village. The census of 1861 showed Streetsville's population down to

730. Not until the completion of the Credit Valley Railway in 1879 did Streetsville have a railway link to Toronto, but by that time it was too late to supplant Brampton as the business and political centre of Peel County. Gooderham and Worts were on the verge of closing down their operation, and concern was being expressed about what would happen if Barbers' Woollen Mill experienced a similar fate: "Take this factory away and Streetsville would be as flat as a Western grasshopper after a train of cars have passed over him." The bad news was delivered in the *Brampton Conservator* on February 6, 1885: "The woollen mills of Messrs. Barber Bros. have shut down. It is hoped that work will commence again in a short time, for if not many persons will have to seek other places for employment." Another article in the same newspaper five years later remarked "that since the stoppage of Messrs. Barbers' woollen mills this village has been passing through a sort of commercial crisis."

A.J. Wright's home and butcher shop, shown here about 1895, was located on the southeast corner of Queen and Ker streets in Streetsville. Courtesy, Margaret McClintock Raines and Region of Peel

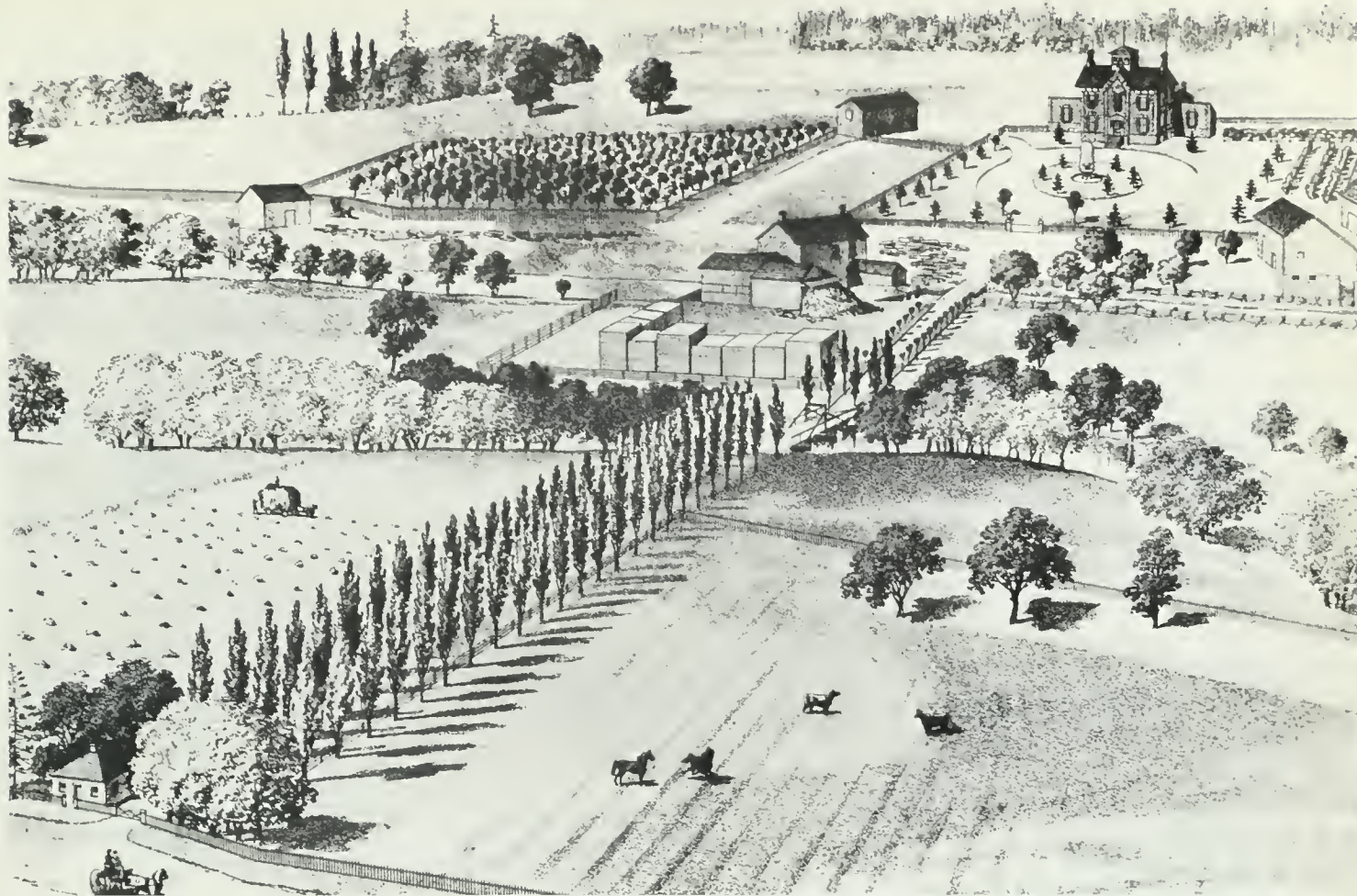
Right: *Francis Silverthorn, nephew of Joseph Silverthorn of Dixie, came to Meadowvale in 1840 and within a few years was operating two gristmills and James Crawford's sawmill along the Credit. Courtesy, Louise Southern and the Meadowvale Women's Institute*



Below: *This handsome twenty-one-room residence, shown circa 1900, was built about 1870 for Charles H. Gooderham who operated the Meadowvale Mills after Francis Silverthorn. In 1880 Gooderham and Worts moved their entire mill operation to Toronto. Courtesy, Louise Southern and the Meadowvale Women's Institute*

Upstream from Streetsville, much the same fate befell Meadowvale and Churchville. The development of Meadowvale as a village began in 1831 when John Beatty, who had led a group of Irish settlers to the area in 1819, sold his lot on the north side of Derry Road (between present-day Creditview Road and Second Line West) to James Crawford. Crawford then built the first sawmill in the community which was located in the heart of a great stand of white pine forest. In 1838 John Simpson built a second sawmill and a small carding mill on the lot across the road from Crawford's. From these mills large quantities of sawn lumber were shipped by wagon along Hurontario Street or floated down the Credit River to Port Credit. By the late 1840s lumbering was in decline as the surrounding white pine forest was becoming depleted, and iron and steel instead of wood were be-





ing used increasingly for shipbuilding. Wheat milling was now replacing lumbering as the leading industry in the upper Credit Valley.

In 1844 Francis Silverthorn, nephew of Joseph, built a large gristmill known as Meadowvale Mills. Already the name Meadowvale was in common use because of the lush meadows in the area. Within a decade of Silverthorn's arrival, the village was thriving with three stores (one belonging to Silverthorn), a hotel, a wagon shop, a blacksmith shop, an ironworks and foundry, a schoolhouse, and a post office which opened in 1854. Silverthorn subdivided his property into village lots to accommodate a population which was approaching 200. The end of the war, however, left Silverthorn with 10,000 bushels of unsold wheat worth only half the price he had paid. He had no choice but to declare bankruptcy. In addition, Meadowvale suffered like all the other Credit Valley communities from the completion of the Grand Trunk Railway through Malton and Brampton.

Realizing that flour could still be transported profitably by road to Malton or

Brampton and then shipped to Toronto by rail, Gooderham and Worts, the principal owners of the Bank of Upper Canada, took over Silverthorn's operations. As a result, Meadowvale continued to prosper during the 1860s and 1870s, although it would never again reach the level of growth achieved in the mid-1850s. The population of the village remained around 300 until the departure of Gooderham and Worts in the early 1880s. Thereafter, Meadowvale was reduced to a small farm service centre of less than 200 inhabitants. An article in the *Brampton Conservator* on July 21, 1899, expressed the hope that Meadowvale could revive its sagging fortunes by becoming a summer resort:

It is by enterprise such as this and by the influx of visitors that our sleepy old hamlet (erstwhile thought to be only a subject for the artist's brush) receives something of the elixir of life and awakes from her long hibernation.

The development of Churchville differed from that of Meadowvale in only a few details. Like Meadowvale, the village that

John Simpson's fine Meadowvale residence and mills were located along the Credit River just south of Derry Road. Courtesy, Historical Atlas of the County of Peel, 1877

Right: English immigrant Joseph Gardner arrived in Toronto Township in 1822 at five years of age. He eventually acquired land at the northwest and southeast corners of Hurontario Street and Britannia Road which up until 1863 was known as Gardner's Corners. He served as postmaster of the village, which was renamed Britannia. From Historical Atlas of the County of Peel, 1877

Facing page, top: Joseph Gardner's homestead at the southeast corner of Hurontario Street and Britannia Road was described in the county atlas of 1877 as "a very beautiful place, the residence being very fine, and the outbuildings being on an extensive scale. The grounds, also, are beautifully laid out." A Methodist church which still stands was built on his land in 1843. Courtesy, Historical Atlas of the County of Peel, 1877

Facing page, bottom: Josiah Oliver's fine homestead was located on the west side of Hurontario Street just south of Derry Road. The nearby village of Derry West, named after Londonderry in Northern Ireland, had become known as "a good stopping place" by the middle of the nineteenth century. From Historical Atlas of the County of Peel, 1877

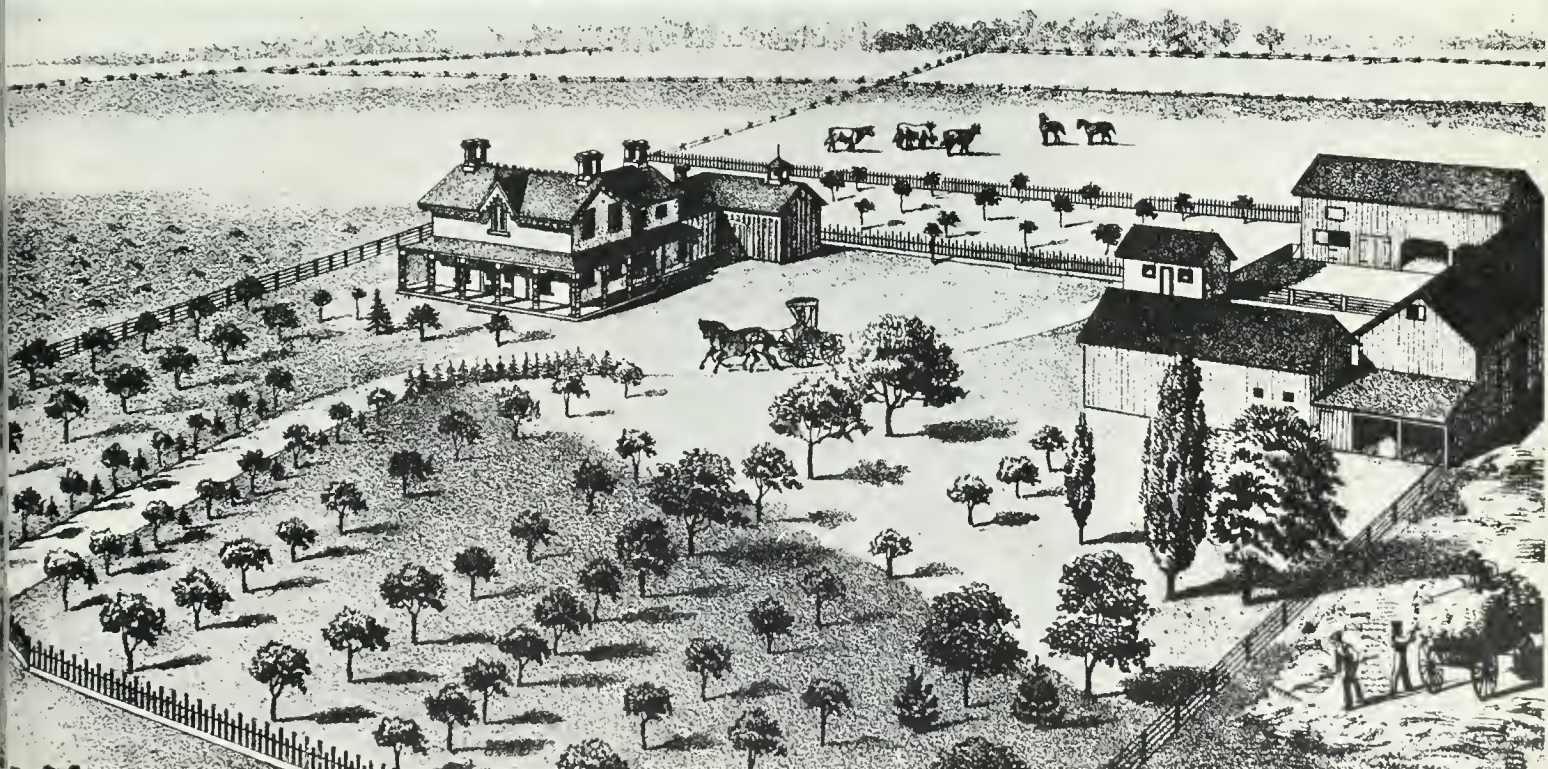
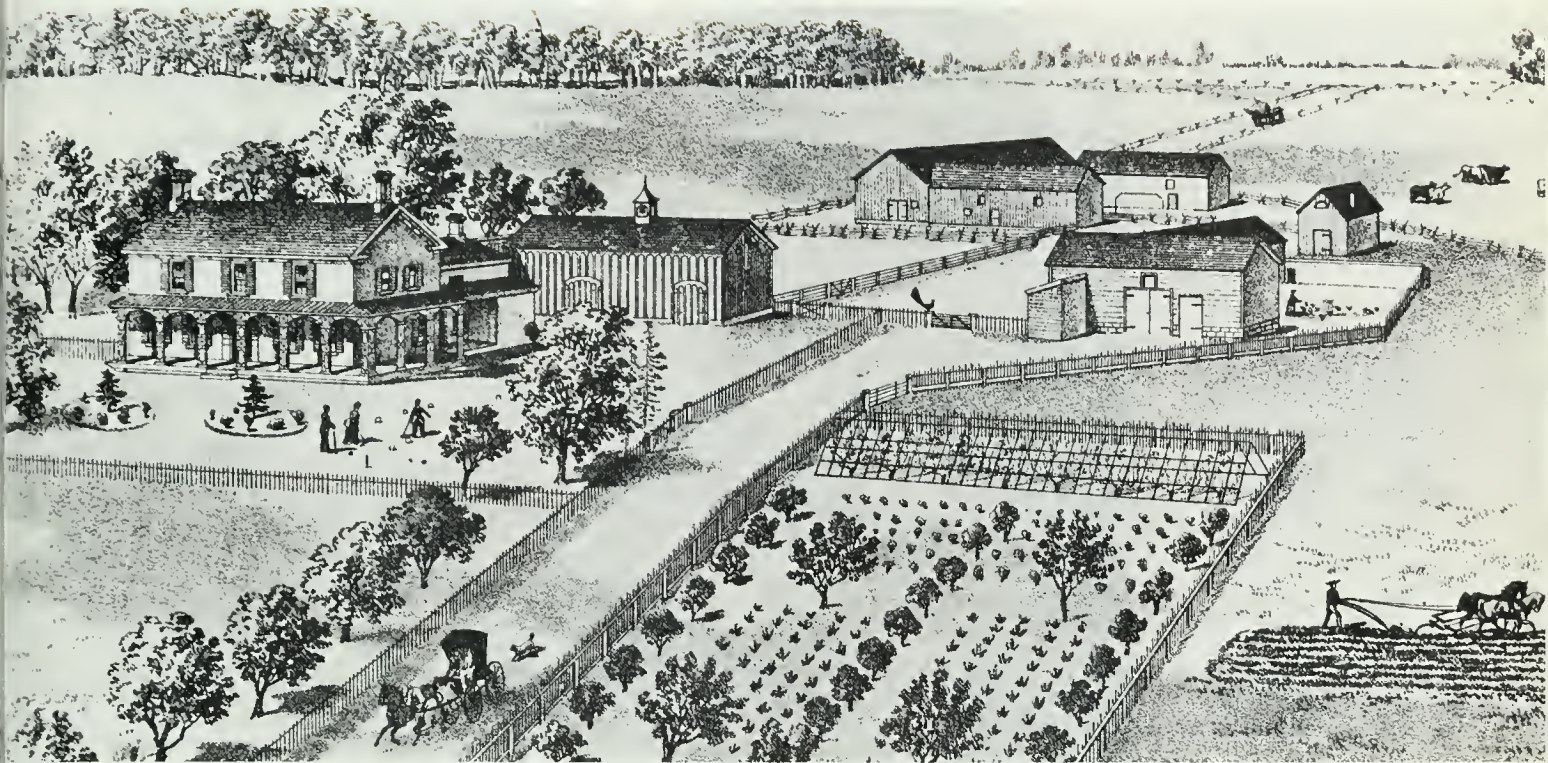
emerged in the vicinity of Amaziah Church's sawmill and gristmill by 1822 started out as a centre for lumbering and eventually concentrated on flour milling. Because of the earlier establishment of mills, Churchville progressed more rapidly than its neighbour two miles to the southeast. In addition to Church's mills, the village had two general stores, a distillery, a tannery, and a post office to serve the seventy or eighty people already living in the area by 1831. Even by the mid-1850s Churchville had a much larger number of business establishments than did Meadowvale, although the population of both communities was comparable. Churchville also experienced a decline in flour milling activity following the Crimean War and the completion of the Grand Trunk Railway. But there was no large business enterprise like Gooderham and Worts to stimulate economic recovery in the 1860s and 1870s. Furthermore, the village was hampered by its location within five miles of Brampton which in 1866 was chosen to be the seat of government for Peel County. As a result, business and settlement gravitated increasingly to the county's political and railway centre. In the mid-1870s Churchville's demise was virtually completed when fire destroyed much of the village. By the turn of the twentieth century scarcely fifty people were living in Churchville.

East of the Credit River, several communities sprang up at various crossroads in the so-called New Survey. The hamlets of Britannia and Derry West were situated along Hurontario Street at intersecting roads that now bear their names. Britannia was originally known as Gardner's Corners after Joseph and Robert Gardner, who owned most of the land around the intersection. When a post office opened in 1863 the village was renamed in honour of the mother country. Derry West, two miles further north, was settled after 1819 by a group of Irish immigrants from New York led by Joseph Carter. Apparently, one of the earliest settlers, James Brown, an ardent Irish Pres-



byterian Orangeman, named the village after Londonderry in North Ireland. Although their populations were never much more than 100, Britannia and Derry West flourished as farm service centres and stopping places, with each having their own post offices, Orange Halls, schools, churches, blacksmith shops, carpenter's shops, taverns, and general stores.

The tiny hamlet of Palestine at the intersection of Derry Road and Second Line East (now Tomken Road) was named after a local Primitive Methodist Church built about 1871. Local residents picked up their mail about a mile to the east at the intersection of Derry and Dixie roads where a post office called Mount Charles opened in 1862. Elmbank and Richview were communities further south between Britannia Road and Eglinton Avenue near the eastern boundary of the township. Grahamsville, in the northeastern corner of the township at the intersection of Steeles Avenue and Sixth Line East (now Airport Road), began in 1819 when Thomas and George Graham arrived with their party of Irish settlers from



Right: *The Palestine School, the last reminder of the tiny hamlet of Palestine at the intersection of Derry and Tomken roads, was demolished in 1983. The school, built before 1877, was in use until about 1955. Courtesy, Professor Thomas McIlwraith Collection*

Below: *In 1819 Thomas Graham, along with his brother George, led a group of fellow Irishmen to the village that was to bear their name. Grahamsville evolved around the Graham brothers' stores, post office, and tavern. The staunchly Methodist Graham brothers were also leading Orangemen in the township. Courtesy, Region of Peel Archives, Brampton*



New York. The population of the farm service centre that developed around the Graham Brothers' store and tavern reached 200 by the mid-1860s before declining as a result of the selection of Brampton as the county seat and the opening of a railway station in Malton.

Malton, at the intersection of Sixth Line and Derry roads, emerged as the most prominent of the northeastern crossroads villages. Among the first settlers arriving in 1819 was Richard Halliday, a native of Malton in Yorkshire, England. By the late 1820s he had opened a blacksmith shop and an inn and named the village after his birthplace. The name was also appropriate because many of Malton's early settlers had migrated from the North Country of England. The planking of Sixth Line and the inauguration of stagecoach service to and from Toronto in the late 1840s, followed by the opening of a Grand Trunk Railway station in the mid-1850s, dramatically transformed Malton from a small farm service



village to a major storage and marketing centre for Peel County. By the mid-1860s the village had a population of about 600 and included a post office (opened in 1856), five hotels, four stores, two shoemakers, three blacksmiths, a wagon shop, a Methodist and a Presbyterian church, a two-storey brick schoolhouse, a telegraph office, and several grain elevators. Malton was initially chosen over Streetsville and Brampton to be the county seat, but the decision was subsequently reversed in favour of Brampton. As business activity shifted to the county seat, Malton began to decline until by the turn of the century the village's population was less than half of what it had been at its peak.

The decline in the population of local villages and the township as a whole during the second half of the nineteenth century was in keeping with a province-wide trend toward rural depopulation. Whereas about 80 percent of Ontario's population lived in rural areas according to the census of 1871, the proportion had shrunk to about 57 per-

cent three decades later. The attraction of steady wages in urban factories and the increasing use of farm machinery which reduced the need for farm labour accelerated this movement away from the countryside. For farmers' sons and daughters of Toronto Township in particular, nearby Toronto, Hamilton, and Brampton offered economic opportunities that were difficult to resist. Transportation improvement reinforced the tendency to live, work, or transact business in these larger urban centres. The local villages retained some of their usefulness in much the same way that the modern corner store is convenient for picking up a quart of milk or a package of cigarettes. One by one the enterprises that aspired to do a larger volume of business moved to a larger centre, leaving behind only the smaller-scale operations to serve the immediate community. The villages became more residential than commercial, more like neighbourhoods than small towns.

Chapter Three



THE THRIVING HINTERLAND

Rural depopulation and thwarted village ambition did not prevent steady economic progress as Toronto Township evolved from a pioneer into a mature agrarian community during the nineteenth century. The thickly forested wilderness was transformed into concession rows of prosperous and diversified farms. Even the village blacksmith, carpenter, innkeeper, and shopkeeper usually cultivated a small plot of land and kept a cow or two, a few pigs, and some poultry. A variety of enterprises flourished based on the extraction or processing of local farm products and timber resources as well as the harnessing of the water power of the Credit River. The rough trails in the forest became a network of roads, railways, and telegraph lines which enhanced mobility and contact with the world outside the township. By the end of the century, Toronto Township had become an integral part of Toronto's hinterland, a status that had its benefits but also its drawbacks.



For the pioneer farmer a sturdy yoke of oxen was indispensable for clearing the land, particularly for pulling out stumps and dragging fallen timber. Courtesy, Mississauga Central Public Library

Up to the late 1830s farming in Toronto Township remained largely subsistent because of the slow pace of clearing the land and a lack of markets. A pioneer settler could hope to clear only an acre or two a year on his own and perhaps three or four acres with help from his neighbours. Several years would elapse before his cultivated land could yield a surplus to take to market. Even if the farmer produced a surplus, he still faced the problem of how to dispose of it. Toronto and Hamilton, with populations scarcely reaching 9,300 and 1,400 respectively by 1834, could consume only a fraction of the produce of their vast hinterlands. Furthermore, the poor state of roads in the pre-railway era rendered the cost of transporting farm products beyond the immediate vicinity prohibitive. So the early farmers of Toronto Township were restricted to producing for family consumption and to bartering with the few neighbours who did not grow the same crops.

To undertake clearing and cultivating his land, the pioneer farmer had a limited and primitive stock of hand tools and implements: axes, shovels, hoes, forks, sickles, scythes, flails, and logging chains. His only labour-saving devices would be a plough and an A-frame harrow, both crudely made of the timber cut from his property. Pioneer farming would have been virtually impossible without a sturdy yoke of oxen to pull out the stumps by chain and to drag the plough and harrow amidst the stumps that remained. Oxen were the primary beasts of burden during the pioneer stage of farming because they were more manageable and could handle a heavier workload than could horses.

From the outset, wheat was the staple crop of Toronto Township. For the farmer just starting out with little capital and equipment, it was easy enough to sow some wheat, broadcast as in biblical times, even in the earliest stages of clearing when the land was still dotted with stumps. By the second year he would also be planting a

patch of potatoes, corn, peas, and flax, the latter of which could be used to supply the family's clothing needs. Common grasses such as timothy, white clover, and red top were necessary for sustaining livestock. Since livestock was expensive to keep over the winter, the early farmer kept only enough to supply his domestic needs. Besides a team of oxen for heavier field work, he would likely have a horse or two for transportation and lighter field work, one or two milk-producing cows, a few sheep for wool and mutton, chickens for eggs and eating, along with pigs for the dinner table. Within a few years the farmer might be fortunate enough to have a small orchard of apples, pears, cherries, and peaches.

The pioneer farmer could add to his self-sufficiency by fishing for salmon or whitefish in Lake Ontario, the Credit River, or nearby streams and by hunting the wild turkeys, ducks, and deer in the surrounding forest which also supplied maple sugar and honey bees. His progress after a decade or so of farming could be measured in terms of the buildings on his property. He would probably have built a frame house with the original log shanty used as a farm building. Included among the assortment of farm buildings could be a granary, a stable, a pigpen, a milk house, perhaps an icehouse, and a barn or two.

By the early 1840s farmers in Toronto Township were engaging in commercial agriculture. Not only had they been able to clear enough land for large scale production but also an international market had opened up for Upper Canadian wheat. The growing market for wheat was attributable to the Corn Laws which allowed Canadian grain to enter the British market at a lower rate of duty than could foreign sources of supply. In addition, the failure of the wheat crop in parts of the United States during the late 1830s and early 1840s as well as the rapidly expanding urban market there greatly increased the demand for imported wheat. Agricultural prosperity was further nour-



Left: With his yoke of oxen, crude plough, and A-frame harrow, the pioneer farmer cultivated his land, sowing his early wheat crops amid the stumps that still dotted the fields. Courtesy, Book Society of Canada Ltd.

Below: The old Bowsfield Home near Hurontario Street and Derry Road is an example of a typical late nineteenth century stone house. It is the birthplace of Frank Oliver, a federal cabinet minister during the administration of Sir Wilfrid Laurier. Courtesy, Perkins Bull Collection, Archives of Ontario





Farms became increasingly mechanized as commercial agriculture developed. This threshing machine, although primitive by modern standards, represented a significant advance for the farmers of the 1870s. Courtesy, Perkins Bull Collection, Archives of Ontario

ished by international conflicts such as the Crimean War, the American Civil War, and the Franco-Prussian War, all of which greatly inflated the price of wheat.

In 1853 John Lynch of Brampton boasted in his prize-winning essay on agriculture in Peel County: "For wheat growing, this section of country [southern Peel] is not, perhaps, excelled in any part of Canada." The high wheat production stimulated and was stimulated by the use of new and improved farm implements. The reaper, thresher, mower, seed drill, sulky rake, and double furrow plough were considered essential tools of the "mechanized" commercial farmer. Agricultural progress was also reflected in higher property values. Lynch reported the "ordinary selling price of a 200-acre farm, with about three-fourths under cultivation, and good farm-buildings and fences, may be considered, in the front section of the County, to range from 1,500 to 2,000 pounds" (about \$7,500 to \$10,000).

However, Lynch went on to express con-

cern about the so-called "wheat mining" tendencies of farmers such as those in Toronto Township: "the general success in growing that crop, especially in the lower region, has induced most farmers to cultivate it to a greater extent than will be ultimately advantageous to their farms." He further pointed out that such a practice "produces heavy crops of wheat, while the land is new and rich—but it is a severe wearing system on the land, and is already telling unwelcome truths on the older farms." By the mid-1860s the "unwelcome truths"—notably soil exhaustion combined with wheat midge (a parasite insect)—were drastically reducing the wheat production of most Toronto Township farms.

Already by the 1870s Toronto Township farmers, particularly in the Old Survey, had decided to heed Lynch's warning and to make the transition to mixed farming with special emphasis on livestock and dairy products. The railroad had contributed to facilities for shipping products to distant



markets, particularly in the United States and Britain. In addition, a substantial domestic market was developing as a result of industrialization and urbanization in southern Ontario. Until the end of the nineteenth century, horse breeding was important because of the growing demand for draft and carriage horses in the cities. Butter, cheese, and milk along with beef, pork, and mutton were also produced on Toronto Township farms for consumption in an export and domestic urban market. To feed a larger number of quality livestock, the farmers had to grow more oats, barley, hay, straw, alfalfa, and other legumes. As a result, the manure from the animals and the tendency to keep more land in pasture helped to restore the fertility of the worn-out wheat farms. Furthermore, mixed farming offered protection against the hazards of single-crop price fluctuations; there was stability in diversity.

Towards the end of the century small fruit farms and orchards were becoming more prominent in the sandy soils of the southern part of the township. In particular,

the Port Credit-Clarkson area as well as the Cooksville-Dixie area were developing a reputation as market gardening centres.

While farming was by far the dominant occupation in Toronto Township, there were numerous other ways of earning a living or supplementing farming incomes. For the pioneer settler, clearing the land for farming often provided his first "cash crop." The ashes left over from the burning of hardwood trees and stumps were usually leached and dried to be exported as potash or pearl-ash. Among the early settlers, Daniel Harris and Allan Robinett operated "potash works" and "pearling ovens." In fact, Harris invented a cheaper method for manufacturing potash and pearl-ash, for which the provincial legislature awarded him about \$125 in 1823. These ashes were in great demand in Britain for use in making soap, fertilizer, glass, and dyes for textiles. Sixty large maple trees were required to produce a 650-pound barrel of potash, and in 1844 thirty-two barrels were shipped from Port Credit. By the 1850s the depletion

During the winter months when farm work was complete, farmers often supplemented their income as part-time lumbermen. They would drag logs through the snow to the Credit River or Lake Ontario from where the logs would be floated to the log boom at the Credit mouth in the spring. Courtesy, Perkins Bull Collection, Archives of Ontario

Gooderham and Worts operated Meadowvale Mills until 1880 by which time a third storey had been added to the building. The mill, owned by Henry Brown when this photo was taken about 1907, was torn down in 1954. Courtesy, Louise Southern and the Meadowvale Women's Institute



of the hardwood forest and the profitability of grain-growing reduced the attractiveness of potash-making as a secondary occupation.

Farmers also spent their winters as part-time lumbermen cutting trees, removing the branches, and dragging the logs by oxen over the snow to the banks of the Credit River or Etobicoke Creek. By the 1820s the forests of Toronto Township had become a valuable source of square timber for the Royal Navy. Logs that were too small for the square timber trade would be floated downriver to the nearest sawmill where they would be cut into planks two or three inches thick. Then the square timber and planks would continue their journey downriver until they were caught in the log boom strung across the mouth, or they would be teamed to Port Credit harbour. Before the greater use of steamships in the late 1830s, giant rafts constructed of logs and equipped with primitive square sails and oar-like sweeps would tow the wood across Lake Ontario and down the St. Lawrence River to Quebec to be loaded onto timber ships bound for Britain. As the American demand for sawn

lumber increased from the 1830s onward, rafts would also travel across Lake Ontario to Oswego on the Erie Canal feeder.

Oak staves to be used in making barrels and kegs were in demand in Britain and the U.S. The staves would be cut out of small white oak logs, corded, and hauled to the riverbank or lakeshore where they were piled. Stavebank Road along the east side of the Credit River in Port Credit derives its name from the piles of staves left on the river bank.

Lumbering in Toronto Township and Peel County in general had reached its peak by the early 1850s as the forest frontier gradually retreated northward. Still, a considerable amount of lumber and square timber continued to be used for local construction until the 1870s. Planks were particularly in demand for the building of roads in the 1850s. Certain species of lumber were also in demand for the manufacture of carriages, wagons, furniture, barrels, and woodenware until the end of the century.

Farming and lumbering also fostered the leading "industries" of early Toronto Town-

ship—gristmills and sawmills. Of course, with the decline of grain growing and the timber trade, most of these mills had closed down by the 1880s. Flour milling continued to be an important industry along the Credit River until after the turn of the twentieth century. By that time the industry was concentrated in the hands of larger firms such as McCarthy Milling Company (in what was once the Barber Brothers complex) and Reid Milling Company (once the Beaty Mills) in the Streetsville area.

Tanning and leatherworking were among the first industries to be established in the township. Allan Robinett's tannery near Dixie pre-dated 1820; Timothy Street had facilities for tanning attached to his milling enterprises in Streetsville by 1825; and in the 1830s Francis Motherill and Richard Poynter operated tanning mills in Streetsville and Churchville respectively. Woollen factories equipped with carding and fulling mills were also an important part of the township economy. In the 1830s Joseph McCrary had a dyeing and cloth-dressing establishment in Streetsville, which became Hiram Caslor's woollen factory by 1846.

Barber Brothers bought William Comfort's gristmill south of Streetsville about 1844 and moved their entire Georgetown woollen mill operation there. Above Churchville Jacob Snure purchased Jacob Bradt's carding and fulling mill in 1850 and converted it into a large cloth factory. Large knitting mills were also located in Erindale and Streetsville. By the 1850s agricultural implements were being manufactured in a number of factories, the largest of which was the Mammoth Iron Works which at times could employ up to seventy men in Meadowvale.

Among the industries using wood as their primary raw material were cooperages and stave mills which produced barrels, casks, and tubs used mostly in grist milling. Cooper's shops were operating in Streetsville and Churchville by the 1840s, and Francis Silverthorn had a stave and barrel factory attached to his sawmill at Meadowvale in the early 1850s. About the same time Daniel Rowe had "an extensive stave and shingle factory" in Churchville, while Thomas Shaughnessy had a thriving lath and shingle factory in Meadowvale.

The Oriental Textile Mills were in operation from 1891 to 1913 on the site of the Barber Brothers Woollen Mills in Barbertown, Streetsville's satellite village. The McCarthy Milling Company Ltd. now operates the historic complex. Courtesy, Streetsville Historical Society





Above: The Port Credit Brickyard, shown here about 1907, was founded by Thomas Nightingale in the 1880s. Competition from brickyards at Streetsville and Cooksville forced it to close down by the late 1920s. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



Right: The Port Credit Brickyard was at the peak of its operation by about 1907, employing over 200 men. Many of the workers were recent Italian immigrants. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton

Cooksville was also a centre for shingle making. The stave and barrel trade as well as shingle making had disappeared from the township by the 1890s because of the exhaustion of the raw materials. The improvement of roads from the 1840s onward increased the demand for carriages, coaches, and wagons. Nearly every sizeable village had a wagon maker or carriage works. The industry went into a decline in the 1890s when the electrification of street railways reduced the number of private carriages in the cities, and larger producers located in the urban centres began to take control of the market. By the 1840s the cabinetmaking trade, noted for producing fine maple furniture, was well established in Streetsville, and Erindale had a chair factory.

Shipbuilding at Port Credit harbour dates back to 1809 when Daniel Harris built one of the first sailing vessels in order to transport grain to various ports on Lake Ontario. By 1846 the harbour had three busy shipyards as noted in the *Canadian Gazetteer*: "Several vessels have been built here, and five good schooners are owned in the place." After 1850 shipbuilding continued on a small scale until the 1870s when the demand for wooden vessels and the supply of local wood had diminished substantially.

The quarrying of building stone and burning bricks and pottery in the township dates back to the 1820s. A number of buildings including Toronto House, the second Dixie Union Chapel, and several post-1850 mills were constructed of stone quarried in

the bed of the Credit River. The stonehookers operating out of Port Credit harbour were at their peak by 1881 as no less than twenty-three vessels were busy hauling stone out of Lake Ontario. Three brickyards and two pottery works making field tiles were operating in the vicinity of Streetsville and Erindale by the 1850s. In the 1880s Thomas Nightingale opened the Port Credit Brickyard employing up to fifteen men.

Also located in Port Credit on the west side of the river mouth was O'Reilly and Savigny's small crude-oil refinery which began in the late 1850s. The refinery, which produced mostly kerosene for use in oil lamps and axle grease, burned down in the mid-1860s. By the 1870s the Parker and Gordon oil refinery on the eastern outskirts of Cooksville was doing an extensive business manufacturing gasoline for use at the Barber Brothers factory near Streetsville.

The St. Lawrence Starch Company, specializing in extracting starch and glucose from corn, would be a more enduring industry. Originally employing twenty-five men when it arrived in Port Credit in 1889, the company expanded its operations to include over 100 workers by 1900, foreshadowing the trend toward large scale industrial development in twentieth-century Toronto Township.

Economic development in the nineteenth century was largely influenced by the state of the roads and the accessibility of the railroads. For the first three decades of Toronto Township's development, roads were dirt with only a few stretches of corduroy on some of the main arteries. A corduroy surface, consisting of logs laid side by side across the roadway with dirt packed in between, was applied to a particularly wet or swampy stretch such as Lakeshore Road east of the Credit River. Travelling along a corduroy road was at best a bone-shaking experience for settlers, and it was common for horses and cattle to fracture a leg or for a wagon wheel to break as a result.

In 1836 Dundas Street was "macadam-



ized" from Toronto to the intersection of the Port Credit-Streetsville Road (now Mississauga Road). Such a surface, which consisted of hand-broken stone in various sizes, was a definite improvement over the dirt and corduroy roads but it was not without its own problems. Since only water was used to bind the extremely coarse stone, it took a long time to pack down, making the road quite rough and susceptible to breaking up with the spring thaw.

By the late 1840s "plank roads" were becoming popular because they were smoother than dirt or corduroy roads and could be built for half the cost of macadamized roads. Wooden planks three inches thick and about sixteen feet long were laid cross-wise on a bed of timbers packed into the earth. To facilitate the building of such roads, the provincial legislature passed the Road Companies Act in 1849 authorizing the formation of private companies to improve certain roads in return for a franchise to charge tolls. The first of these companies

A corduroy road was practical for a wet or swampy stretch such as Lakeshore Road east of the Credit, but it was an uncomfortable way to travel. Courtesy, Book Society of Canada Ltd.

Right: Streetsville Junction on the Credit Valley Railway opened on the west side of Mississauga Road north of Britannia Road in 1879. This circa 1910 view shows the Pacific Hotel in the left foreground. The picturesque station became a residence after 1914 when the Canadian Pacific Railway built a new brick station further south on Ontario Street. Courtesy, Streetsville Historical Society



Below: A group of people wait at Cooksville station for a Canadian Pacific Railway train to take them to Toronto for a Sunday School picnic. Courtesy, Mildred Belleghem and Region of Peel Archives, Brampton



was the Port Credit and Hurontario Plank Road Company, which by 1851 had planked Centre Road as far as Snelgrove, three and half miles north of Brampton. At the same time Sixth Line was planked from Dundas Street to Grahamsville as was the Port Credit-Streetsville Road (now Mississauga Road) from the lakeshore to Georgetown. Unfortunately, within a few years the planks broke or rotted. By the 1860s macadam or gravel was being used on most of the main roads in the township.

For the remainder of the century there was little significant progress in road con-

struction and maintenance. The slow progress was partly attributable to the prevailing system of road maintenance, which for the most part relied on "statute labour." Instead of paying taxes, each male inhabitant of the township from twenty-one to fifty years of age was required by law to perform or arrange for the performance of three days' labour annually on the roads in his neighbourhood. Most of the people who performed statute labour were unskilled at road work and were usually more concerned about getting back to their farms than about the quality of their work.

The practice of charging tolls on roads where traffic was heavier proved no more effective. Tolls were charged on Dundas Street beginning in 1836, but constant complaints about poor management prompted the provincial government to sell the road along with Lakeshore Road to the Toronto Road Company in 1850. For a few years toll collection on these roads was quite profitable, and the company was willing to invest the necessary funds for proper road maintenance. However, the coming of the railway reduced the amount of traffic along these roads and accordingly the ability of the company to keep them adequately repaired. In an effort to cut its losses, the company sold the roads to the county administration in 1865 for a much lower price than it had originally paid. The same fate befell the plank road companies. The county continued to charge tolls along these roads which by 1900 were considered adequate except in the spring or very wet weather.

Railroads were perhaps the most important factor working against the improvement of roads. The decision of the Great Western Railway to build a branch line from Hamilton to Toronto to connect with its main line from Windsor to Niagara via Hamilton touched off speculation and debate in the various communities of Toronto Township over the most feasible route. In 1853 the editors of *The Streetsville Review* left no doubt about their preference on the matter, pointing out "a straight line between Hamilton and Toronto runs through one of the most indifferent portions of western Canada. Marshes, sand plains, quagmires and sour sterile soil are the leading factors of that region." A better alternative to the lakeshore route, they argued, was the more northerly route through Streetsville which "exhibits a tract of country unrivalled in the Province for richness and fertility, and replete with manufacturing establishments, the feeders of a railway."

Nevertheless, the shorter and more direct lakeshore route won out, and great celebra-

tion and excitement ensued when the first train arrived in Port Credit and Clarkson in December 1855. Malton was just as euphoric when it became a station on the Grand Trunk Railway mainline from Sarnia to Montreal in the following year. The boost that the railroad gave to these villages in the next decade made the by-passed Dundas Street and Credit Valley communities long all the more for a rail line to serve them directly. Accordingly, Streetsville jumped at the opportunity to become the junction of the Credit Valley Railway mainline from Toronto to St. Thomas and the branch running north to Orangeville. In June 1871 the village council passed a by-law, subsequently ratified by the ratepayers, pledging \$20,000 to aid in the construction of the Credit Valley line. A succession of financial and legal problems delayed the official opening of the railway until November 1879. In addition to a large station at Streetsville, smaller stations were located at Dixie, Cooksville, Erindale, Meadowvale, and Churchville, since support for the railway had been strong in those communities.

The Credit Valley Railway, which lasted only four years before being absorbed by the Canadian Pacific Railway, proved to be no more successful than its predecessors in promoting longterm prosperity and growth for the communities of Toronto Township. Ironically, the railroad contributed to their decline. With technological advances such as coal-fired engines and air brakes, trains could travel upward of twenty miles an hour in almost any weather. As travel became more predictable, it was possible to go beyond the nearest village to conduct business, which was increasingly concentrating in the major urban centres. Toronto in particular was now all the more accessible, and even Brampton could offer a range of goods and services that made a trip there quite worthwhile.

The preoccupation with railroads and roads would curtail improvements in water transportation. Although steamships had



James Hamilton emigrated to Streetsville from Ireland in 1850 and moved to Port Credit two years later. He soon became one of Port Credit's most prominent businessmen and political figures. From Historical Atlas of the County of Peel, 1877

been plying the waters of Lake Ontario since 1816, only small sailing vessels could dock at Port Credit harbour before the construction of new wharves in 1837. Thereafter, small side-wheeler steamers transporting cargo and passengers from Toronto to Hamilton made regular stops at Port Credit.

In 1844 the *Canadian Gazeteer* reported that 49,100 bushels of wheat, 6,445 barrels of flour, and 1,278,000 feet of lumber, among other commodities, were shipped out of Port Credit harbour. Within six years, as the side-wheelers were giving way to larger

and faster iron-hulled steamers with screw propellers and high-pressure engines, the volume of these shipments was up to 138,063 bushels of wheat, 34,485 barrels of flour, and 2,430,751 feet of lumber. The wharves had to be extended over 300 feet beyond the shoreline to accommodate the larger vessels and increased traffic. Following the arrival of the railroad, however, and the disastrous fire of 1855, the port gradually declined and was used primarily by stonehookers, small fishing vessels, and assorted pleasure craft.

Although the macadamized and gravel roads, the three railway lines, and the larger steamships and harbour facilities did not transform Toronto Township into a bustling commercial centre, they did represent noteworthy advances in transportation and communication. Further improvement in communication came with the inauguration of telegraph service in 1846. Telegraph poles and wires extended along Dundas Street linking Toronto with Hamilton and the Niagara district. By the mid-1850s telegraph offices were located in Cooksville, Port Credit, Streetsville, Meadowvale, and Malton. As the century was closing, telephone service began to appear. In 1885, a decade after Alexander Graham Bell's invention, only two subscribers in Streetsville had a telephone connection to Brampton. Within four years Bell Telephone opened an office in Cooksville, and in 1894 the first telephones in Port Credit were installed in James Hamilton's general store and the St. Lawrence Starch Company. Long distance calls to Toronto and Hamilton were possible by 1902, although extensive local service was still several years away.

Improved transportation and communication reinforced Toronto Township's hinterland position within a metropolitan economy. Ideally, the relationship between the metropolitan centre and its hinterland is mutually advantageous. The hinterland is a source of raw materials for the metropolis as well as a consumer of manufactured goods, while the metropolis is a market for the raw materials



of the hinterland in addition to being a manufacturing centre. Certainly, a good deal of Toronto Township's growth in the 1840s and 1850s can be attributed to its association with an expanding city of Toronto.

However, the hinterland was invariably the junior partner doomed to come out on the short end of its interaction with the metropolis. As the city continued its dynamic growth, it proved to be a veritable magnet attracting labour and capital from the township and the rest of the hinterland. The departure of the Barber Brothers and the Gooderman and Worts mill operations for Toronto by the early 1880s is an obvious case in point. The hinterland could do little more than serve as the traditional "hewer of wood" and "drawer of water" for the expanding metropolis. Only when the city of Toronto reached the limits of its growth after World War II could the imbalance in the metropolis-hinterland relationship be redressed in favour of Toronto Township and later the city of Mississauga.

Sightseers pose with a spectacularly wrecked Canadian Pacific Railroad train in Streetsville in 1914. Courtesy, Margaret McClintock Raines and Region of Peel Archives, Brampton

Chapter Four



AN EVOLVING RURAL SOCIETY

The pioneer settlers of Toronto Township were typical frontiersmen and were initially more concerned with the arduous tasks of clearing the forest, building a home, and farming the land than with political or social matters. By necessity, their working day normally stretched from sunrise to sunset throughout the whole week, leaving little opportunity for leisure. Inadequate lighting and heating facilities as well as poor roads further reduced the prospects for political and social interaction. But gradually, as the settlers became more established, they took a more active interest in the efficient management of local affairs and cultivated a wide range of social institutions and activities.

Given pioneer conditions and preoccupations, it seemed appropriate that early systems of local administration demanded relatively little popular participation. For the most part, the administration of township affairs rested in the hands of the



Itinerant preachers would hold outdoor prayer meetings before churches were built. This meeting was sketched circa 1820. Courtesy, Book Society of Canada Ltd.

magistrates or justices of the peace who presided over the Court of Quarter Sessions for the Home District. The Home District was one of the largest local governing units in early nineteenth century Upper Canada, extending from Toronto Township eastward to Whitby (a distance of about forty miles) and northward to Georgian Bay (a distance of about seventy miles). The magistrates, appointed by the lieutenant governor of the province, met four times a year to address various public concerns including the administration of justice, the building and maintenance of a courthouse and jail, the construction and maintenance of roads and bridges, and the appointment of township constables.

The chief duty of the township constable was to call and preside over meetings of all male householders in the township. Phillip Cody was the first constable of Toronto Township, and the first public meeting was convened at his inn. The most important business transacted at these meetings was the nomination and approval of local citizens to serve as township officers. These officials included the clerk who kept minutes of the meeting, the assessor who kept a record of each householder's property for tax purposes, the collector who had the thankless task of actually collecting taxes, several pathmasters (also known as overseers of highways) who inspected the roads and organized the statute labour, fenceviewers who inspected fences and mediated disputes between neighbours regarding damaged or improperly located fences, and the pounds keeper who impounded stray animals and arranged settlement of damages caused by them.

What constituted a lawful fence and whether or not livestock should be allowed to "run at large" were the most frequently debated questions at township meetings. Not only did these questions reflect the agrarian society but they were also the only matters over which township officials had any real discretion. Their principal functions

involved carrying out orders transmitted to them by the magistrates in quarter sessions. Yet early Toronto Township officials and citizens do not seem to have been disturbed by this absence of local self-government. Township meetings were not frequently held; in fact, Phillip Cody and Daniel Harris, his successor as constable, were both discharged from their position for neglecting to call meetings.

Despite its minimal legislative power, the township meeting gradually came to assume a significant role as a forum for public discussion about the larger political issues of the day. By the 1830s the apathy of the early years had given way to a desire for some measure of political reform. No longer was centralized control over township affairs by the magistrates accepted as a substitute for local self-government.

Toronto Township was part of the Second Riding of York County (corresponding closely to the present Peel Region) which in 1829 had elected the radical reform leader William Lyon Mackenzie as its representative in the provincial legislature. Generally speaking, Mackenzie's support in the township was not strong, although he was better received in and around Streetsville and Churchville. The township had a strong contingent of Orangemen, many of whom could sympathize with some of the reform grievances but disapproved of Mackenzie's extremism, particularly when he talked of separation from the British Empire and union with the United States. Even moderate reformers were uneasy about the apparently republican sentiments of Mackenzie and his more devout followers.

In June 1836 Mackenzie stood for re-election against Edward W. Thomson who was backed strongly by Lieutenant-Governor Francis Bond Head and the ruling oligarchy. On nomination day, the lieutenant-governor accompanied by Sheriff Jarvis of Toronto rode out to Streetsville, the polling place for the Second Riding, to oversee the election proceedings. In the days of open



Far left: Allen Wilcox, son of one of the original Dundas Street settlers Absalom Wilcox, was born near Dixie in 1809. He was a supporter of William Lyon Mackenzie during the Upper Canadian Rebellion of 1837 and helped him flee the country. After the rebellion the younger Wilcox returned from a year's exile in the United States and became one of the first fruit-growers in the area. From Historical Atlas of the County of Peel, 1877

Left: William Elliot, a farmer, mill operator, and general store proprietor in Meadowvale, spent seven years as a township councillor, including terms as reeve and deputy reeve in the 1860s. He was also elected as a Conservative member of the federal electoral district of Peel in 1878. From Historical Atlas of the County of Peel, 1877

voting, the presence of such powerful public officials was undoubtedly intimidating for the electors. As a result, Mackenzie was soundly defeated, and thereafter he despaired of ever achieving his aims by peaceful means. His effort at rebellion in 1837 received little support from the citizens of Toronto Township, who preferred reform through legislative channels.

The township militia, called to arms by the drums of the Orange Lodge, moved quickly to suppress the rebellion. The volunteer cavalry led by Major Thomas Magrath and Lieutenant William Magrath, sons of the minister of St. Peter's Anglican Church in Erindale, was among the first to arrive at the capital and took part in the siege at Montgomery's Tavern. Mackenzie fled westward from Montgomery's Tavern, hiding out at the home of Absalom Wilcox near Dixie on the night of the rebellion and William Comfort's mill on the Credit River below Streetsville the following day before escaping to the Niagara frontier.

Although Mackenzie's rebellion was a dismal failure, it did serve to focus the at-

tention of British authorities on the lack of local self-government. Accordingly in 1841 the provincial government initiated the reform of the municipal system by replacing the magistrates in quarter session with district councils. The township meeting continued to exercise its former functions as well as the new function of electing two district councillors. Full local self-government in Ontario was achieved with the passing of the Municipal Corporation Act in 1849. Under this enactment the county replaced the district as a local governing unit. The county council assumed administrative functions designed to serve the whole county while the incorporated township was granted its own council comprised of five members elected by the ratepayers.

Toronto Township's first municipal election was held in January 1850, with Joseph Wright, Samuel Price, William Thompson, Charles Romain, and Christopher Roe forming the first council. At the inaugural meeting at the Telegraph Hotel in Streetsville, the councillors selected Wright and Price to serve as reeve and deputy-reeve



James C. Aiken, born in Burnhamthorpe in 1823, was a member of the provincial legislature from 1854 to 1861. He was appointed to the Canadian Senate in 1867 and left to serve as lieutenant-governor of Manitoba in 1882 before returning to the Senate in 1896. Courtesy, Mary Barnett and Region of Peel Archives, Brampton

representing the township on county council. Most subsequent meetings of township council were held in Cooksville, which became the permanent site for council meetings in 1873 when a township hall was completed on Dundas Street just west of Centre Road. The councillors continued to choose the reeve and deputy-reeve from amongst themselves until 1867 when a ward system was adopted. The township was divided into three wards, each electing a councillor. The



township as a whole elected a reeve and deputy-reeve. In 1899 the ward system was dropped, and for the next half-century or so all council positions were elected on a township-wide basis.

Meanwhile, Streetsville grew large enough to become an incorporated village separate from Toronto Township in 1858. As such, it had its own municipal administration operating like that of Toronto Township. Timothy Street's son John was the village's first reeve and sole representative on county council, while Henry Rutledge, James Anderson, Thomas Paterson, and Henry Ker were elected to the first council. Monthly meetings were held at the Town Hall built in the mid-1840s. Since this building was unheated, council would often meet in the more comfortable confines of a local hotel such as the Telegraph.

In 1856 the provincial legislature passed "An Act to Provide for the Separation of the County of Peel from the County of York." Accordingly, a Provisional Municipal Council of the County of Peel was established with Joseph Wright, reeve of Toronto Township, appointed provisional



warden. Subsequently, the electors of the county voted 1,309 to 1,258 in favour of separation. Toronto Township, however, voted 480 to 104 against separation, probably because it had closer ties with nearby Etobicoke and York Townships. Further complicating the matter was the choice of a county town. The debate was prolonged and heated as several villages vied for the honour, including Streetsville, Port Credit, Malton, Cooksville, and Churchville. In 1860 county councillors narrowly chose Malton by a vote of six to five over Brampton, but the motion was rescinded at a later meeting, and the issue was put to a vote of the county electors. The result of that vote was Brampton 2,200, Malton 1,682, and Streetsville 74. Nevertheless, the matter would linger because the by-law providing for the purchase of land and erection of a courthouse and jail was defeated on the strength of Toronto Township and Streetsville votes. When another separation vote was held in 1865, the margin in favour was 2,216 to 1,649; and Brampton was the overwhelming choice as county seat over Malton, Port Credit, and Streetsville. Thus, the County

of Peel officially came into being in 1867, and at the first meeting of county council Dr. John Barnhart, reeve of Streetsville from 1861 to 1867, was selected as the warden or presiding officer.

Even before they developed an interest in government and politics, the pioneer settlers of Toronto Township were deeply concerned with their spiritual well-being. One of their first community endeavours was to erect a place of worship. In 1809 a number of settlers living along or near Dundas Street gathered at Cody's Inn to discuss plans for a church and burial ground. Before the end of the following year Cody had purchased the southern half of the lot across the street from his inn and transferred a quarter-acre (on the northeast corner of Dundas Street and Cawthra Road) to the church trustees John Silverthorn, Allan Robinett, and Daniel Harris. The deed specified that the land was "for public use of building and erecting a free Church of the Protestant religion and School and other public use as may be needful." Although most of the founders of the chapel were Anglicans, they decided it should be open to "all Protestant denominations." Thus, Anglicans, Presbyterians, Methodists, and Baptists all worshipped in the "Union Chapel," albeit at different times of the day. This multi-denominational use was a typical feature of pioneer religious life since there were insufficient financial resources for each denomination to build its own church.

By the early 1820s itinerant Methodist preachers from the Yonge Street and Ancaster circuits were conducting regular services in homes and at camp meetings across the township. Riding on horseback from one community to another, the Methodist itinerant brought a message of salvation that made a personal and direct appeal to a pioneer farming people. His approach was highly emotional, threatening his listeners with the eternal fires of hell if they did not repent and devote themselves to God and promising heavenly ecstasy to those who

Facing page: Sir William P. Howland settled in Cooksville in 1830 before moving his extensive business interests to Toronto in the following decade. He served as a member of the provincial legislature from 1857 to 1867, a member of the Dominion Parliament in 1867-1868, and lieutenant-governor of Ontario from 1868 to 1873, besides being the only American-born Father of Confederation. Courtesy, Public Archives of Canada

Left: Dr. John Barnhart, a member of one of Streetsville's leading families, was chosen first warden of Peel County in 1867. Courtesy, Perkins Bull Collection, Ontario Archives



The gravestones in the cemetery at the rear of the Dixie Union Chapel bear the names of some of the earliest families in the region: the Harrises, the Robinetts, and the Cooks. Courtesy, Mildred Belleghem and Region of Peel Archives, Brampton

did. His presence was also a stimulating social occasion marked by enthusiastic hymn-singing and plenty of cheap whiskey for the lonely men and women struggling with the hardships of the backwoods. Miss Elizabeth Trevorrow writing in the *Streetsville Review* of March 29, 1900, fondly remembered a Methodist camp meeting held in Meadowdale sixty years before:

There were young men and maidens who came to this camp meeting without a thought more serious than to have a good time, and enjoy the bright days as they passed. Some of these returned to their homes untouched by any religious feeling, and perhaps not as innocent as when they came, while others of them were imbued with sacred thought, whose influences stayed with them all the rest of their lives.

Despite the growing popularity of Methodism, early Toronto Township remained a bastion of Anglicanism. After 1827 Anglicans could worship either at St. Peter's in Erindale or at the Hurontario church built

by Joseph Carter in Derry West. Reverend James Magrath presided over both churches. Streetsville did not have an Anglican church until Trinity Anglican church was completed in 1842 on land donated by Henry Rutledge. The rector was Robert Jackson Macgeorge, a fiery orator and prolific writer, who had arrived from Scotland in the previous year. Reverend Charles James Stewart Bethune was the prime mover behind the building of Trinity Anglican church at Port Credit in 1868 as well as St. John's Anglican church at Dixie three years later.

The earliest Presbyterian church was built in Streetsville in 1824 on land donated by Timothy Street. This frame church was replaced by a two-storey brick structure in 1868. By 1830 Malton had a frame Presbyterian church which was destroyed by fire in 1877 and replaced with a brick building. Although Allan Robinett and the Silverthorns tried as early as 1825 to have a Presbyterian church built in the Dixie area, none was built there until 1879.

Roman Catholicism was never strong in



Toronto Township, but by 1833 a frame church had been built along the Fifth Line halfway between Malton and Elmbank (now part of the airport). This church had various names—St. Bernard's, St. Kevin's, St. Peter's, St. Patrick's, and Sacred Heart—but it was always referred to as the Fifth Line Church. St. Joseph's Catholic Church (later known as St. Dunstan's) in Streetsville opened in 1858, and within three years its congregation reached 1,000. Father William Flannery presided over both the Fifth Line and Streetsville churches, and his initiative led to the establishment of a congregation at Dixie. St. Patrick's Catholic Church built at the southwest corner of Dixie Road and Dundas Street in 1872 became the parish headquarters, with Streetsville becoming a mission.

By the end of the nineteenth century, about half the combined population of the township and Streetsville was Methodist, doubling the once dominant Anglicans. Moreover, little more than 3 percent of the

population belonged to a denomination other than Methodist, Anglican, Presbyterian, or Catholic, and most of these "others" were Baptists. Religious heterogeneity beyond the traditional Protestant denominations was still a long way into the future for Toronto Township.

Early churches, like the Dixie Union Chapel, often served as public meeting halls and schoolhouses. In the early nineteenth century, government support for elementary education was almost non-existent, so parents, clergymen, and other interested citizens within the community had to ensure that children could attend school. A one-room meetinghouse used for both a church and a school was raised using volunteer labour and logs cut from the surrounding forests. Expenses, including the teacher's salary, were usually met out of private donations as well as fees charged to parents amounting to about twenty-five cents a month for each pupil. By 1830 schools were operating in Dixie, Clarkson, Sheridan,

Members of the Port Credit Methodist Church Choir enjoy a picnic in Lorne Park about 1905. They were comforted by the fact that no "intoxicating liquors" were allowed in the twenty-five acres of picnic grounds. Courtesy, Port Credit Public Library and Region of Peel Archives, Brampton



St. Patrick's Roman Catholic Church in Dixie was built in 1872 in the modern Byzantine style combining basic Victorian gothic and touches from Westminster Roman Catholic Cathedral in London, England. It was located at the corners of Dundas Street and Dixie Road before it was demolished in 1972. Courtesy, Perkins Bull Collection, Archives of Ontario

Streetsville, Derry West, Malton, and the Credit Indian village. A second log schoolhouse opened in Port Credit three years later.

These early schools developed individual curriculums according to the skills of the teacher and the few books available. The teacher, usually a man unable to perform heavy labour, needed no more qualification than to be able to read and write. An annual salary of about \$40 tended to discourage more qualified teaching candidates. Several times a day a teacher would have to pause from his lessons to chop wood for the stove that heated the schoolhouse or to make repairs to the building. As conditions improved, it became more feasible to hire women teachers, especially since they could be paid a lower salary.

Generally, the pupils started with the alphabet and progressed to reading simple

words and sentences. The few pupils who attended regularly or stayed in school long enough could eventually read from the Bible, solve basic arithmetic problems, and perhaps even write a little. School attendance might be affected by impassable roads, inclement weather, the need for labour on the family farm, or an inability to pay the school fees. Consequently, children of less affluent parents seldom finished elementary school, and many parents saw no point in educating their daughters.

The creation of a centralized system of public schools under Egerton Ryerson during the 1840s did much to improve education prospects for all children. Ryerson, who became superintendent of schools in the province, maintained: "Education is a public good, ignorance is a public evil . . . every child should receive an education . . . if the parent or guardian cannot provide him with such an education the State is bound to do so." The concurrent development of local self-government provided the means by which to achieve the goal. Toronto Township was divided into sections, each of which was to have a publicly-funded school with three school trustees responsible for annually determining all education expenses, including building and equipping the schoolhouse and hiring a teacher. Normally, each ratepayer's share of the school tax amounted to about \$5 to \$7 a year, with additional funds coming in the form of a provincial grant. Ryerson's system also provided for a provincially-appointed county school inspector and a county-appointed township school inspector to promote greater uniformity of educational standards.

Compulsory local assessment seems to have had its desired effect as during the 1840s and 1850s frame schoolhouses were built in Burnhamthorpe, Cooksville, Erindale, Streetsville, Port Credit, and Meadowdale; while brick schoolhouses were erected in Streetsville, Malton, and Britannia. The Britannia schoolhouse (which is still standing) was considered large for its



time, having an enrollment of eighty when it opened in 1852. By the 1870s one- or two-room red brick schoolhouses resembling the one at Britannia were replacing earlier frame structures in various parts of the township. A notable exception was the stone schoolhouse built in Port Credit in the early 1870s. These "country" schools became a central feature of the late nineteenth-century rural landscape, and represented a significant commitment to education by local ratepayers. Depending on their size and equipment, they cost about \$5,000 to \$10,000 to build, usually amortized over twenty years, and their annual operating expenses averaged about \$400. In addition, the teachers were markedly better-trained and better-paid, earning \$350 to \$400 a year toward the end of the century.

A much-heralded development in education was the opening of the Grammar School in Streetsville in 1851. Until then the expense involved in sending children to Grammar School in Toronto was usually prohibitive, and children seldom continued after they finished at the local "common" schools. The Streetsville Grammar School would remain the only secondary institution in Toronto Township for nearly three-

quarters of a century.

Yet another indication of social and cultural progress was the opening of the Farmers' and Mechanics' Institute, established to promote adult education by offering reading material, classes, and lectures on practical subjects. By 1859 the library, located in John Embleton's store, had 400 volumes, and fifty-five members paid an annual fee of \$1.00 towards the purchase of new books. Women were notably absent among the membership of the institute, and not until 1883 was a female librarian employed, obviously in response to Adam Crooks, minister of education, who in his report two years earlier had suggested: "women can be employed at a far less cost [than the \$25 annual salary already being paid] and they make excellent librarians." Although still in the dark ages with regards to its view of women, the institute had built its collection to over 1,400 volumes. In 1895 the Institute became the Streetsville Public Library and would become a free library in 1902. The Port Credit Library was established in December 1896 and charged a fifty-cent membership fee. The library was not free until more than half a century later.

For knowledge of the international, na-

Schoolchildren march behind the band along Queen Street north of Thomas Street on Streetsville Fair day in 1912. From 1858 to 1900 the annual Fall Fair sponsored by the Toronto Township Agricultural Society alternated between Streetsville and Cooksville. Thereafter Streetsville held its own fair until the mid-1950s. Courtesy, Streetsville Historical Society

Right: In December 1896 a teachers' room at Riverside Public School in Port Credit was set aside as a library for six hours a week. The Port Credit Library was still located in the school when this postcard came out in 1920. Courtesy, Region of Peel Archives



Below: The T.H. Goodison store in Streetsville, shown here circa 1900, was originally John Embleton's store, where the reading room of the Farmers' and Mechanics' Institute, the first library in the township, was located by 1859. The Goodison store operated for a half-century. Courtesy, Streetsville Historical Society



tional, and local scene, Toronto Township residents would read *The Streetsville Review*. Originally known as the *Bulletin and Semi Weekly Register* when founded by Jabez Barnhart in 1843, it was transformed into the *Weekly Review* by Solomon Barnhart three years later. The newspaper suspended publication in 1866 but was revived in 1887. Other newspapers which enjoyed wide circulation in Toronto Township and Streetsville were the *Brampton Conservator* and the *Toronto Globe*.

Individuals associated with Toronto

Township made noteworthy contributions to Canadian culture and learning during the nineteenth century. Peter Jones of the Credit Indian village wrote books on the Ojibway Indians. F.A. Verner, born in Sheridan in 1836, was inspired by prominent painter Paul Kane to paint the Canadian landscape, notably the foothills of the Rockies. He was a founding member of the Ontario Society of Artists in 1872 and was elected an associate of the Royal Academy in 1893. Charlotte Schreiber, moved in 1882 from her native Colchester, Essex, England, to

Erindale and lived on what is now a part of the Erindale campus of the University of Toronto. Schreiber became the first woman awarded membership in the Royal Canadian Academy. She was the patron of the noted Canadian naturalist Ernest Thompson Seton, who once lived in the Erindale area in addition to spending two years in the Lorne Park area. Indeed, the scenic Credit River valley was a source of inspiration for many nineteenth-century artists.

The society of nineteenth-century Toronto Township was remarkably homogeneous, being predominantly Protestant and overwhelmingly British. The non-British population was less than 5 percent, and of this group Germans comprised over half and the Dutch about one-fifth. The strongly British Protestant character of Toronto Township made it fertile ground for the emergence of the Orange Order as an integral part of community life. This fervently Protestant organization, which for decades had been fighting vigorously against Catholics in Ireland, was transported to Canada with the post-War of 1812 Irish immigration. The first Orange lodges in Toronto Township were formed by 1822. Orangemen gathered at Thomas Graham's tavern in Grahamsville; his brother George started a lodge in Derry West; and Henry Rutledge was the driving force behind the lodge in Streetsville, donating land for the Orange Hall there. Streetsville, in particular, was a hotbed of Orangeism with a second lodge starting up in 1834 that would eventually merge with the Britannia lodge. Besides Rutledge, Dr. John Barnhart and Reverend Macgeorge provided sustained leadership for Streetsville Orangemen. Orange lodges were also formed in Port Credit in 1834, Churchville in 1847, Dixie in 1859, and Cooksville in 1864.

Because there were relatively few Catholics in the township over which to maintain a constant vigilance, these Orange lodges adopted different concerns than those of their overseas brethren. One of these concerns was to defend the British Empire

against the alleged republicanism of reformers like Mackenzie and his followers. The Barnharts and the Magraths were among the Orangemen who served during the rebellion of 1837, and Francis Lundy, grandfather of Frank Oliver, rallied the Ulstermen of Derry West.

Equally important was their social role in an age before public assistance programmes. Orange lodges aided newcomers in adapting to frontier life, encouraged education, and provided relief for the needy. To the Orangeman who fell ill or was injured, his fellow members would lend a helping hand, perhaps harvesting his crop, cutting firewood for winter fuel, or providing food or clothing for his wife and children. If a member died, his burial was attended to by the lodge.

By the 1860s a number of Orange Halls had been built throughout the township. They were regarded as social centres used for entertainment, education, religious services, militia drills, church socials, and meetings of agricultural and temperance societies. The lodge meetings themselves were a pleasurable evening or day outing. Men gathered to exchange news and political views as well as to conduct business. Refreshments were served, and the whiskey in particular was not spared. The annual July 12th Orange Parade down the main street of every sizeable village was an eagerly awaited event. In effect, the Orange lodges of Toronto Township and most rural communities in Ontario were more like a men's social club than a fanatical political and religious movement.

Likewise, the temperance societies blended religious and social concerns. These organizations led or influenced by clergymen of evangelical Protestant sects such as Methodists, Baptists, and some Presbyterians waged a vigorous campaign against the evils of liquor. They were responding to the prominence of taverns, which were all too often the only places of amusement in pioneer settlements. A temperance society was



Top: The wooded areas of Toronto Township, particularly the Credit River valley and the Lakeshore area west of Port Credit, were a favorite resort for hunters from the city of Toronto and the local area. Courtesy, Mildred Bellegem and Region of Peel Archives, Brampton



Above: Mississaugans of British origin brought soccer with them from their homeland. The Cooksville team poses proudly in 1902. Courtesy, Mildred Bellegem and Region of Peel Archives, Brampton

organized in Streetsville as early as 1831 by a group of citizens led by Dr. John Crombie, who served as the first president. Prayer meetings and lectures had limited appeal for the rugged frontiersmen, and the society soon died out. But by the late 1840s a new movement called the Sons of Temperance Society was flourishing with branches eventually established in Streetsville, Erindale, Port Credit, Meadowvale, and Churchville. This organization proved to be somewhat more sociable and less sanctimonious than its predecessor. A number of Temperance Halls were built throughout the township, and like the Orange Halls, they were important community centres. Temperance society meetings became a form of entertainment

for those disinclined to consume liquor but partial to social gatherings.

Those wishing to keep abreast of the latest farming news would attend meetings of the Toronto Township branch of the Peel Agricultural Society, which had been organized in 1853. Several times a year interested farmers would meet to exchange knowledge about changing agricultural technology and to debate issues related to improvement of farming techniques, livestock breeding, and crop selection. Advances in farming would also be displayed at agricultural fairs which became eagerly anticipated social events. As early as 1836 annual fairs were being held (usually in the fall) in Toronto Township, with the ones in Streetsville and Cooksville becoming the most prominent and enduring. They would feature buying, trading, and showing of livestock, horse racing, ploughing matches, competitions involving products such as cheese, maple sugar, fruit, and vegetables, as well as assorted other amusements. For young people not yet devoted to farming, a day at the fair was an excellent opportunity for courtship, and for those whose best farming days were behind them, it was an occasion for meeting old friends and reminiscing.

As the century progressed, sports became an increasingly popular source of amusement. The pioneers, of course, lacked the time, equipment, and facilities for organized sports, but they did manifest their competitive spirit through their labour and practical activities. When faced with raising a shanty or barn or with felling trees and piling the timber for burning, a group of men might choose up sides and turn such a necessary task into a lively test of physical strength and endurance. Likewise, hunting and fishing were both a pastime and a necessity. Bears and wolves often threatened livestock and fowl. Bear, deer, duck, and the salmon, bass, herring, trout, and whitefish that abounded in Lake Ontario as well as the Credit River and Etobicoke Creek added variety to the dinner table. Bare-knuckle



The Streetsville Thistles were a well-known baseball team in Peel County around the turn of the century. Unlike soccer, which was a British import, baseball was imported from the United States. Courtesy, Margaret McClintock Raines and Region of Peel Archives, Brampton

fisticuffs and wrestling were further tests of strength and “manliness,” in addition to breaking up the monotony of farm work. Gang fights were common in pioneer times, often reflecting social or community rivalry; they gave rise to such notorious and colourful local bullies as the “Town Line Blazers” west of Streetsville, the “forty fighting coopers” of Churchville, and the “Derry West Irish Immigrants.”

Horse racing along rough country roads attracted many spectators and participants. Such races were often the result of private challenges accompanied by wagers involving the horse owners and interested onlookers. In 1850 a horse owned by William Duck of Port Credit raced the approximately three miles from Summerville to Dixie along Dundas Street in eighteen minutes to win the \$200 purse. Another of Duck’s horses, Flossie, won the prestigious Queen’s Plate in 1871. Trotting races on the ice were also quite popular in Port Credit and Streetsville by mid-century.

In the second half of the century team sports made their appearance and inter-community rivalries developed. Rope-pulling or tug-of-war was the first organized team competition. By the early 1860s cricket had been imported from the mother country and went on to flourish in Erindale and Streets-

ville in particular. Later in the decade baseball was brought across Lake Ontario from New York; the *Brampton Times* in July 1868 reported that the home side lost to Streetsville 70-9 in a five-inning game. Soccer, another British import, lacrosse, inherited from the Indians, and shinny, the ancestor to ice hockey, were being played in the township by the 1880s. The annual Christmas Day shinny match in Port Credit attracted large crowds who would line the banks of the Credit River to watch competitors from the east side of the river battle their counterparts from the west side. Regularly the communities of Toronto Township would challenge each other in the various team sports with nothing more at stake than local pride.

The pioneer settlers of Toronto Township would surely have been impressed with the steady progress of economic, political, and social life during the nineteenth century. Yet to the modern resident of Mississauga, life in the previous century may seem rather simple, slow-paced, even static. Indeed, the pre-urban age of Toronto Township is fascinating to recollect precisely because the human achievements that loomed so formidable in the past offer such a startling contrast to the way Mississaugans now live.

Chapter Five



THE EXPANDING SUBURBAN FRONTIER

The headlines in *The Streetsville Review* for June 16, 1910, proclaimed: “Streetsville Getting Popular as Residential Town” and “Will Some Day Become Great Suburb of Toronto.” Another article in the same issue was no less optimistic about Port Credit’s prospects, asserting that “the village is about to go ahead with a rush” in the wake of “several property sales of recent date in this vicinity.” These forecasts would prove prophetic as the automobile and improved roads brought Toronto residents to the surrounding rural-urban fringe, particularly after World War I.

The June 16, 1910, issue of *The Streetsville Review* helps explain why decades of rural depopulation and concentration of industry in larger urban centres gave way to the “rush to the suburbs” as the twentieth century progressed. Streetsville, the front page article pointed out, offered many of the advantages of country living. It was “beautifully situated” by the



These cottages on Pond Street belonged to the workers of Gooderham and Worts Meadowvale Mills. They were already about a half-century old when this picture was taken at the turn of the twentieth century. Courtesy, Louise Southern and the Meadowvale Women's Institute

Right: Ice cutting on the Credit River was a popular activity in the days before refrigerators became a common household appliance. Blocks of ice, about a foot thick, would be sawed out of the river, loaded onto wagons, hauled to a nearby icehouse, and packed in sawdust for eventual use during the summer. Courtesy, Region of Peel Archives



Below: This 1912 Packard owned by the St. Lawrence Starch Company of Port Credit was probably one of the first trucks in the area. The side of the truck advertises some of the company's popular products. Courtesy, St. Lawrence Starch Company Ltd.



“picturesque” Credit River where “one can enjoy a few hours of good fishing, a pleasant dip, or paddle two miles up the river—all of these little things help to make a town worth living in.” This image was bound to appeal to many Toronto residents, especially those who had recently migrated from the countryside. With the population of their city rising from about 86,000 in 1881 to over 522,000 in 1921, an increasing number of Torontonians were concluding that urban living was too hectic, overcrowded, and costly.

In addition to its rustic charm, a country village like Streetsville was not lacking in modern conveniences:

Seven fast express trains each way a day on Canada's premier line [the CPR] places her well within the proverbial “Forty minutes of Broadway. . .” Streetsville [in] the last few

years has made rapid progress in the improvement of her roadways—granolithic walks now replace almost all old time wooden ones. A municipal electric light plant with a present capacity of 100 horsepower . . . supplies her citizens with light and electric energy at six cents per 100 kilowatts.

Another article extolling the virtues of Port Credit noted that Lakeshore Road “is in pretty good condition” after being recently “gravelled and rolled” from Sunnyside (ten miles to the east) to beyond the western limits of the village.

Indeed, road improvement was to be the key factor in promoting suburban development. The traditional road surfaces—dirt, macadam, and gravel—could not withstand the increasing volume of traffic from the heavy automobiles and trucks that appeared

after the turn of the century. Furthermore, the deep ruts often formed by the combination of traffic and wet weather made for a bumpy ride with considerable wear and tear on the expensive vehicles. Responding to growing public demand, the Ontario government established a Highway Commission in 1913 (renamed the Department of Highways in 1917) to take over the construction and maintenance of major arterial roads from the county administration.

The first highway paving project in Ontario started along Lakeshore Road from Toronto to Hamilton in 1914 and was completed through Toronto Township by the end of the following year. This route, also known as Highway 2, was particularly busy during World War I as it linked the leading centres of war industry. Furthermore, Lakeshore Road attracted a steady flow of American tourists who would invariably stop at the stores, gasoline stations, and roadside fruit stands of Port Credit and Clarkson. Within a few years there were complaints that the cement was cracking under traffic, and the road had to be repaved. To relieve the heavy traffic pressure along Lakeshore Road, Dundas Street was straightened, widened, graded, and paved shortly after the war ended and became known as Highway 5. By the mid-1930s, the continually growing stream of traffic between Toronto and Hamilton prompted the provincial government to undertake an even more ambitious transprovincial highway project. When completed through Toronto Township in 1937, the King's Highway (later called the Queen Elizabeth Way) followed the course of the old Middle Road. The new highway had the distinction of being Canada's first paved four-lane thoroughfare and the first to be equipped with night lighting. It also included Canada's first "clover-leaf" highway crossing at the intersection of recently paved Hurontario Street or Highway 10.

Improved road travel effectively broke down the barriers of distance and isolation

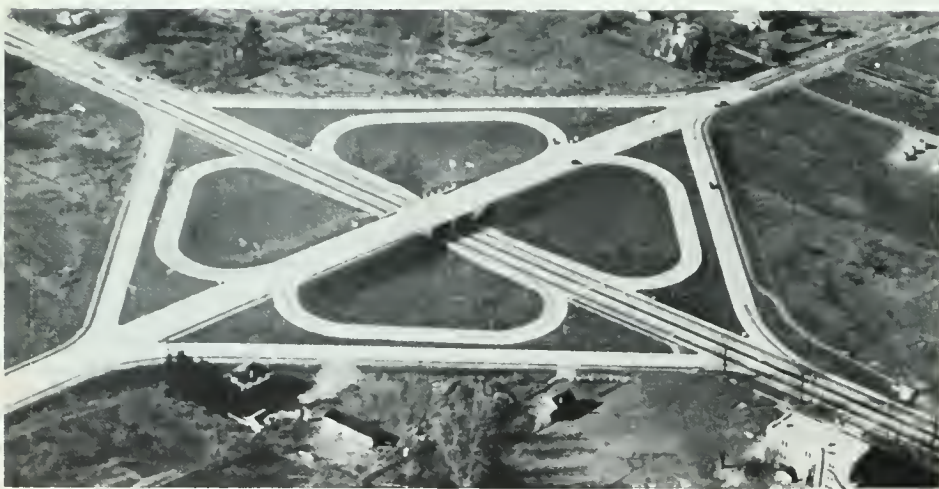


which had inhibited settlement and industry. In contrast to the centralizing tendencies of the railways during the second half of the nineteenth century, the new paved highways fostered a gradual decentralization of people and business activity into smaller towns and villages on the outskirts of the city.

Suburbanization was further aided by the development of an interurban commuter system. In 1905 the Toronto and York Radial railways extended a line along the lakeshore to the St. Lawrence Starch Company in Port Credit. The electrically powered trains, capable of speeds upwards of fifty miles an hour, made it easier for people to live in Port Credit and commute to work in the city. Vacationers and tourists to the

Top: In 1917 there were few cars on the dirt and gravel roads of Toronto Township, but these two cars managed to get in each other's way. Courtesy, Dixie-Burnhamthorpe Reunion Committee

Above: During the nineteenth century Lakeshore Road was poorly maintained in comparison to Dundas Street, three miles to the north. However, in the early twentieth century Lakeshore Road came to rival Dundas Street as a major thoroughfare. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



Top: Shortly after World War I Dundas Street was paved, and by 1940 Cooksville was regaining its stature as the leading commercial centre in the township. Courtesy, Mildred Bellegem and Region of Peel Archives, Brampton

Above: Canada's first "cloverleaf" highway crossing was located at the QEW and Highway 10. This circa 1945 photograph provides an overview of the still rural area. Courtesy, Mississauga Central Public Library

Lorne Park, Clarkson, and Port Credit area also found it convenient to travel by radials. Unfortunately the line suffered from a comparatively low passenger load in the winter months when the resort areas were closed. In 1917 it was sold to the Ontario Hydro Electric Power Commission (now Ontario Hydro) which, in turn, sold it to the Toronto Transportation Commission (TTC) a decade later. The TTC decided that the line was no longer financially feasible and closed it down and removed the tracks in 1933. Meanwhile, a second Toronto Suburban Railway radial line wound its way toward Guelph via the Credit River valley starting

in 1915. The line, with stops at Cooksville, Britannia, Meadowvale, and Churchville, was useful in transporting milk from township farms to the city. However, the return cargo seldom included more than the empty milk cans, and thus it was unprofitable and was dismantled in 1935.

In the final analysis, both radial lines fell victim to the increasing use of automobiles, trucks, and buses. After the demise of the electric railways along the lakeshore, the TTC continued to provide regular bus service from Port Credit to the western end of the Toronto-bound streetcar line at Long Branch. By the 1940s private companies such as Gray Coach Lines were providing hourly bus service between Toronto and Hamilton along Lakeshore Road and the Queen Elizabeth Way (QEW). There was also regular but infrequent bus service to Brampton along Hurontario Street, to Streetsville along Mississauga Road, to Malton along Sixth Line, and to Toronto along Dundas Street.

Advances in air travel extended suburban development into the northeastern reaches of the township. In 1937 the Toronto Harbour Commission purchased 1,400 acres of farmland south of the village of Malton and constructed an airport. The large, flat, and open area allowed effective landing from all directions with ample room for future expansion, yet it was close to major lines of transportation leading to Toronto. The airport opened with one non-paved and two paved runways and an old farmhouse which served as a terminal as well as a communications and weather service building. The airport became the logical site for an aircraft manufacturing plant, and with the outbreak of World War II in 1939, it became a base for the Commonwealth Air Training Plan. To facilitate travel between the airport and Toronto, Sixth Line was paved during the 1940s. Almost overnight the small farming community of Malton was transformed into a busy transportation, industrial, and military centre.

The Port Credit Railway Station was a stop on the Great Western Railway which was incorporated into the Canadian National Railway system in 1920. Courtesy, Region of Peel Archives



The pre-World War I suburban migration focused on communities closer to the city of Toronto. Places such as Mimico, New Toronto, and Long Branch in southern Etobicoke Township, Swansea on the east side of the Humber River along the lakeshore, and northern York Township along Yonge Street were more directly linked to the city by streetcar lines. Toronto Township was still considered a lengthy and sometimes uncomfortable trip along a gravelled Lakeshore Road. Besides, the automobile was still a "toy of the rich" so that many of the earlier suburban migrants were affluent city dwellers seeking to acquire "country estates" for summer homes and cottages near the western limits of Port Credit as well as the Lorne Park and Clarkson area.

Port Credit was always busy in the summer with vacationers and sportsmen who came to play at the Mississauga Golf and Country Club or to launch their yachts in the harbour. The livery stables and blacksmith shops gave way to filling stations and grocery stores to accommodate American tourists. With a population exceeding 750 in 1909, Port Credit became a police village and thus had some control over its own af-

fairs through three elected trustees. Five years later it was incorporated as an autonomous village with its own municipal council initially consisting of Reeve Charles Elliott and councillors George Gordon, W.T. Gray, and R.W. Lackey.

Some of the shoppers in Port Credit were summer residents of the nearby holiday resort of Lorne Park, which was beginning to look more like a self-contained community. By 1909 there were about twenty-five cottages in Lorne Park, many of which were impressive two- or three-storey villas reflecting the affluence of their owners. The small but closely knit community formed a Cottagers' Association in order to press the private owners of the park complex to provide more services. A succession of private owners had become increasingly lax in maintaining the parkland and roads, and the recent closing of the magnificent Hotel Louise was a further indication of neglect. Continued dissatisfaction with private ownership prompted six members of the Cottagers' Association to buy the parkland and unsold lots in 1919 and form Lorne Park Estates Limited to manage the affairs of the community. Lorne Park remained principal-

Residents and guests at the Erindale homestead of Alfred Adamson, Sr., son of Joseph Adamson, prepare for a garden party to raise funds for a new organ at St. Peter's Anglican Church about 1909. The house still stands on Old Burnhamthorpe Road, now Burbank Drive. Courtesy, Adamson Collection and Region of Peel Archives, Brampton



ly a summer cottage area until permanent settlers began moving in shortly after World War II.

With 100-acre farms reportedly selling for \$10,000 to \$15,000 in 1910, the Clarkson area was also a prime location for a cottage or country estate. For example, Mazo de la Roche spent some of her summers sequestered at Trail Cottage amid the beautiful woodland setting of the Birchwood area of Clarkson where she began to write her famous Jalna novels in the 1920s. Meanwhile east of Port Credit near the township border, the Canadian government purchased 360 acres of farmland (including part of the old Cawthra estate) along the south side of Lakeshore Road to establish rifle ranges in 1913 for use by the local militia. The Royal Air Force opened a Cadet Wing Camp next to the Rifle Ranges five years later. Farmland around Cooksville was selling for residential subdivision at \$1,600 an acre by 1912. The *Brampton Conservator* December 26, 1912, noted: "Evidently Cooksville has awakened to the dawn of another and bright day and its further prosperity is almost assured." The local newspaper in Streetsville reported in 1910 that "many of Toronto's influential citizens have located within her boundaries during the past couple of years." In the wake of all this activity, the combined population of Toronto Township and Streetsville increased by a little over 1,000 between 1901 and 1911.

After World War I the newly paved Lakeshore Road, the mass production of the automobile, and the availability of electric railway service induced more Toronto residents to build or buy homes more cheaply in southern Toronto Township and Port Credit while commuting to work daily in the city. By 1920 the subdivision of farmland along the north side of Lakeshore Road across from the Rifle Ranges led to the development of a "dormitory" type of settlement which became known as Lakeview. Within three years Lakeview had over 300 residents. During the 1920s affluent Torontonians continued to establish country estates while middle income business and professional people built smaller homes along or near Lakeshore Road in the Port Credit and Clarkson area as well as along Mississauga Road and Hurontario Street south of Middle Road. By 1931 the population of Toronto Township was 9,935, Port Credit 1,635, and Streetsville 661.

Population growth slowed down in the wake of severe economic depression in the 1930s, although some of Toronto's unemployed moved to the Lakeview area where they could build a shack on cheap land and engage in subsistence gardening. The end of the Depression and the outbreak of World War II brought even more people to Lakeview. In 1940 the Small Arms Company opened a factory on the south side of Lakeshore Road east of the Rifle Ranges. That



Autos lined the platform in 1915 as well-wishers gathered to salute the Streetsville Volunteers on their way to the front lines. Courtesy, Margaret McClintock Raines and Region of Peel Archives, Brampton

same year the Canadian government erected army barracks along Lakeshore Road near Dixie Road. Shortly thereafter wartime housing, including trailer camps and bungalows, was built west of the Rifle Ranges near Cawthra Road for workers at the small arms plant. After the war the army barracks were used as emergency housing to accommodate the steady flow of people into the Lakeview area. A number of returning war veterans were encouraged to settle in Lakeview when Toronto Township council granted them free building lots on Ogden Avenue. By 1950 the Lakeview subdivision contained over 9,000 residents, many of whom were employed in industries in nearby Long Branch, New Toronto, and Mimico.

Meanwhile the QEW stimulated further dormitory settlement during the 1940s, notably the Birchview and Tecumseh Park subdivisions northeast of Clarkson as well as the Indian Valley Trail subdivision southwest of Cooksville, and the Cloverleaf subdivision near Hurontario Street and the QEW. By 1950 newer homes along with older farmhouses lined Hurontario Street almost continuously from Port Credit to

Cooksville. With a population reaching 3,500, Cooksville had regained its importance as a local shopping and service centre for the surrounding dormitory settlement. Likewise, Port Credit, with a population of 3,643 in 1951, was emerging as the busiest retailing centre between Hamilton and Toronto. South of Clarkson and Lorne Park along the lakeshore, the Meadowood subdivision with eighty-six building lots opened immediately after World War II.

In the northern part of the township, the airport and the war promoted suburban growth around Malton. Many of the 900 workers at the National Steel Car Company aircraft manufacturing plant decided to take up residence in the area, resulting in an immediate doubling of real estate values. In 1942 the federal government took over the National Steel Car operations and renamed it Victory Aircraft Company. The expansion of its workforce to nearly 10,000 led to the development of a subdivision called Victory Village. Located on the west side of Sixth Line north of the old village, Victory Village contained wartime housing units, a four-room school, and recreational facilities



This aerial view of the intersection of Dundas Street and Cawthra Road, looking southwest, shows the predominantly rural Dixie area in 1949. Cherry Hill can still be seen in its original location amid a cluster of trees on the northwest corner of the intersection. Also visible is Cody Tavern, the third building east of Cawthra on the south side of Dundas. Courtesy, Mildred Belleghem and Region of Peel Archives, Brampton

Facing page, top: Employees at the T.W. Hand Fireworks plant in Dixie in 1945 head for home upon the completion of their shift. The company was particularly busy during World War II when it ultimately employed 125 workers, most of whom settled in the area to take advantage of cheaper housing. Courtesy, Dixie Burnhamthorpe Reunion Committee and Region of Peel Archives, Brampton

for the workers at the aircraft plant. Several retail stores and a bank were established to serve the growing community. Malton's population which had been about 150 before the airport opened exceeded 400 by 1950. There was even a movement growing within the community, which had been a police village since 1914, to secede from Toronto Township.

During the 1940s Streetsville also enjoyed a growth spurt, and by 1951 its population stood at 1,139. The paving of Mississauga Road as a county route had much to do with the revival of the village's fortunes. The road connected conveniently with Dundas Street, Queen Elizabeth Way, and Lakeshore Road, thereby encouraging new industry to locate in the area. The development of new subdivisions, however, was restricted by a lack of room for expansion as the village remained strung out along Mississauga Road confined by its nineteenth-century boundaries. Annexation of new land would be necessary for continued growth.

Outside of Streetsville and Malton, the northern part of the township (just beyond Dundas Street) retained its predominantly rural character throughout the first half of

the twentieth century. In fact, with the opening up of the township by the automobile, many crossroads hamlets ceased to function as local service centres. Places like Derry West, Britannia, Palestine, Mount Charles, and Grahamsville consisted of little more than a store with a gasoline pump, perhaps a church or school still in use, and a few farms or a small housing subdivision nearby. Elmbank and Richview disappeared with the growth of the airport. Along the Credit River, Meadowvale still had a couple of grain mills in operation, a church, a school, a train station, and a few shops and houses whereas Churchville had but a church and some summer cabin facilities to indicate that it had ever existed. Even in the southern part of the township, the original villages of Dixie, Summerville, Burnhamthorpe, Erindale, and Sheridan were no longer recognizable as business activity increasingly concentrated in the more strategically located communities of Port Credit, Cooksville, Lakeview, and Clarkson.

Suburban growth stimulated and was stimulated by the arrival of new industrial enterprises. The Ontario National Brick Company led the way, setting up operations



on the north side of Dundas Street west of Hurontario Street at Mavis Road in 1912. This location was chosen to take advantage of a ready supply of shale and clay in the area as well as the availability of transportation. By 1922 Cooksville Brick and Tile had taken over and within twenty-five years became the largest plant of its kind in Canada. The plant covered almost 300 acres and employing about the same number of workers, as many as 80 percent of whom resided in the township. A similar type of enterprise, Argo Block, was established along Dundas Street about a mile east of Hurontario in 1939. In 1950 American-based Auto Motors, a leading manufacturer of auto parts, opened a plant employing 150 workers across from Cooksville Brick and Tile.

A country setting and a convenient location attracted the T.W. Hand Fireworks plant to the Dixie area in 1929. This company had been operating in the Hamilton area since the 1870s but was forced to move because of the city's extensive growth. The explosive nature of its products meant the plant had to be located well outside city limits but close enough to Hamilton where most of the company's skilled workers lived. During World War II Hand Fireworks expanded its operation into military pyrotechnics, producing such items as flairs and smoke generators for use by the Canadian



forces. The plant covered some 100 acres and regularly employed about 125 workers, three-quarters of whom eventually resided within the township.

After the Second World War the federal government leased the Victory Aircraft complex at Malton to A.V. Roe Aircraft Company which continued to be the leading employer in the area. In 1949 North America's first jet passenger plane—the Jetliner—

City fire regulations and lack of room for expansion forced the T.W. Hand Fireworks Company to move from Hamilton to the Dixie area in 1929. Courtesy, Dixie-Burnhamthorpe Reunion Committee

Used in the first feedings and now
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BEE HIVE GOLDEN CORN SYRUP



WHAT IS BEE HIVE?

It is a concentrated and easily digested carbohydrate food. Children love it and there is no sugar in it.

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Bee Hive Corn Syrup gained international recognition in the mid-1930s as part of the regular diet of the famous Dionne Quintuplets, the world's first surviving quintuplets. Courtesy, St. Lawrence Starch Company Limited

was produced at the A.V. Roe plant. The Small Arms Plant was built at Lakeview to supply rifles to the Canadian Forces because of the proximity of the Rifle Ranges, a growing labour supply, and other war industries in Toronto and Hamilton. At the peak of its operation the plant employed as many as a thousand workers. The plant closed down after the war, and in 1947 The Canadian Admiral Corporation, one of the leading manufacturers of radios and televisions, leased a large part of the floor space. Dominion Metalware Industries, Ltd., also took up that location, moving to Port Credit in 1952.

In Port Credit the St. Lawrence Starch Company continued to expand its operation by manufacturing popular products such as Bee Hive Corn Syrup, St. Lawrence Corn Oil, and Durham Corn Starch. By 1950 it was still the village's leading industry employing 275 workers. With the oil business beginning to boom because of the increased use of the automobile, Lloyd's Refinery was established in 1933 on the site of the old Port Credit Brickyard which had closed down in the previous decade. Good Rich Oil Company purchased the refinery in 1937 and sold it to Regent Oil ten years later. In 1950 the Diversey Corporation, manufacturers of chemical and sanitation compounds for industrial use, opened a factory along Lakeshore Road in the west end of Port Credit. The factory was described in *The Port Credit Weekly* as "one of the most modern of its type in Canada."

Even more impressive was the \$9-million complex built by the British American Oil Refinery on a 300-acre site south of Clarkson in 1943. This lakeshore location offered access to both water and rail transport, cheap land with relatively low taxes, and proximity to a large urban market. By 1950 the refinery, the largest in Canada, had over 500 employees, half of whom resided in the township. The company had even built over fifty houses near the complex to accommodate its employees.



In Streetsville, long established Reid Milling and McCarthy Flour and Feed Mills continued to be prominent. The latter in particular had by 1950 expanded its operation to over forty employees producing pastry flours to be trucked to Toronto. Streetsville Brick began operating in 1911, becoming McFarren Brick in 1929. The Dominion Sash Company, which began in the mid-1920s, employed sixty-five workers by 1950. The C.C. Meredith Company (now CTS of Canada, Ltd.), manufacturers of specialized electronic equipment, arrived in 1933. By the early 1950s the firm had eighty employees and was on its way to becoming the village's major employer. The Graham Bell Enamelling Company, employing ninety workers, opened just after World War II.

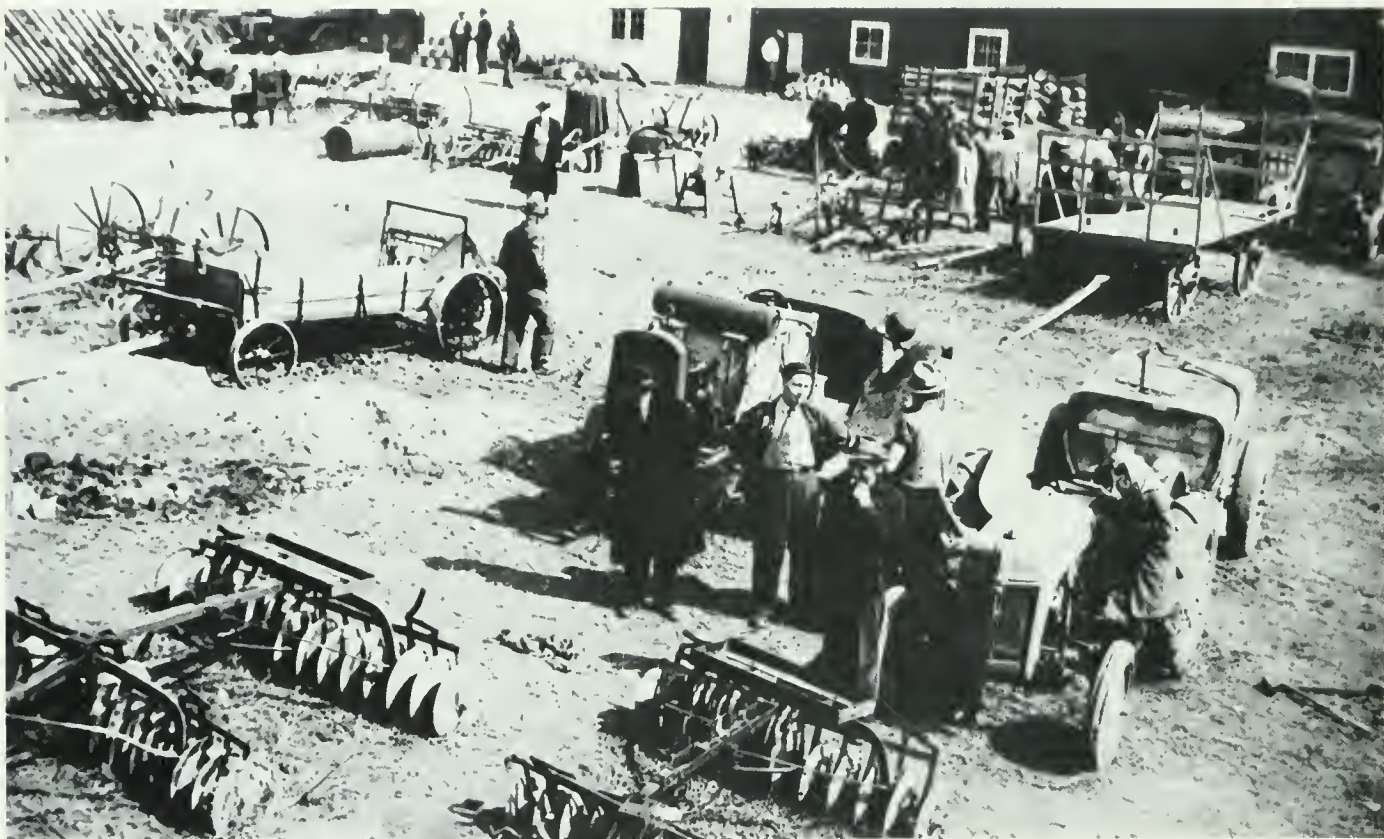
The location of such a wide range of industries in Toronto Township, Port Credit, and Streetsville after World War I was typical of the general trend toward industrial

decentralization in southern Ontario. Smaller towns and villages on the outskirts of a city offered many of the same advantages as the city itself: good transportation facilities, particularly easy access to the main east-west stream of highway traffic; an abundance of hydro-electric power; and proximity to a large labour supply and consumer market. In addition, smaller centres had the advantages of more room for expansion, lower land values and taxes, as well as cheaper living costs for employees, since they could live close to the factory.

The presence of a growing urban market also gave a considerable boost to agriculture, the traditional mainstay of Toronto Township's economy. To serve this urban market, farming in the twentieth century followed a different course as wheat cultivation declined to a minor role and the northern and southern parts of the township each pursued their own areas of specialization.

Dairy farming thrived in the heavy clay

A helping hand from sons and daughters was essential to any family farm. In this circa 1910 photograph Joseph Goldthorpe's daughters help harvest the wheat crop on the family farm south of Dundas Street off Cawthra Road. Courtesy, Mildred Bellegem and Region of Peel Archives, Brampton



Above: Local farmers examine farm implements being auctioned at Pleasant View farms in Dixie in 1948. This farm had been operated by the Pallett family since the 1850s. Courtesy, Dixie-Burnhamthorpe Reunion Committee

soils north of Dundas Street where the major portion of occupied farmland was located. Of particular importance was the grazing of Jersey cattle for breeding and milk production. Accordingly about 40 percent of the township's total acreage was planted in field crops such as hay, oats, and other mixed grains. Scattered throughout the dairy farming area were orchards, and some wheat and barley were cultivated to supply the mills at Streetsville. In sharp contrast to the previous century, these grains occupied less than 5 percent of the township's total acreage by 1950.

Farmers on the sandy soils of the Iroquois Lake plain in the vicinity of Dundas Street and south to the lakeshore specialized in fruit and vegetables. Although the farms in the southern part of the township were declining in size and number to make way for new residential subdivisions, the proximity and improved access to an expanding urban market facilitated this type of intensive cul-

tivation. The range of produce included small fruits such as strawberries, raspberries, and black currants; orchard crops such as apples, pears, peaches, cherries, and grapes; and vegetables such as tomatoes, carrots, potatoes, corn, and asparagus. By mid-century, most fruits and vegetables could be picked in the morning and trucked along a paved Lakeshore Road or QEW to markets in the Toronto and Hamilton area by afternoon.

As a result, the Clarkson area became known as the "strawberry kingdom of Canada" and eventually developed into a local collecting and transshipment centre for small fruits and market garden produce destined for city markets. With the opening of Sheridan Nurseries in 1912 the Clarkson area also became an important horticultural centre. After a long period of decline, the Dixie area, because of its convenient location along a paved Dundas Street likewise emerged as a marketing centre for local

truck farmers. Roadside stands selling fruit, vegetables, and flowers were a popular attraction not only for local shoppers but also for motorists from several miles away.

Poultry farming gained in importance as the century progressed, especially in the lower part of the township. Oak Ridge Farm in Port Credit was recognized as Canada's largest poultry farm in 1927 with a total stock of over 23,000. By 1950 six large poultry breeding plants exported prize stock and supplied the local as well as Toronto markets with fresh eggs and poultry.

By 1950 Toronto Township, together with Port Credit and Streetsville, was truly a community in transition. The population which had more than doubled in the past decade alone had suddenly reached 30,000, the size of a small city. Yet over 55,000 acres or about 85 percent of the total area was still occupied farmland. The rapidly expanding suburban frontier south of Dundas Street was clearly distinguishable from the relatively static rural frontier to the north. Even in the southern districts, century-old farms stood side by side with newly built housing subdivisions and industrial complexes, thereby reinforcing the curious blend of the rural past and urban future.

Toronto Township's transition from a rural to an urban community could also be seen in the way people lived and the kinds of services they came to expect. When a dial telephone system was installed in Port Credit in 1937 the local newspaper hailed this as an obvious sign of progress: "Port Credit will have a telephone service comparable in ease, speed and dependability with that of large cities like Toronto and Hamilton." By mid-century the lifestyle of the large majority of people in the township and associated villages could best be described as "semi" urban. Life was still suspended between the rural world of the past and the urban world that had been unfolding in Toronto and Hamilton for quite some time and which was heading rapidly towards Toronto Township.

One of the first signs of impending modernization in the township was the coming of hydro-electric power. Electrification began in Streetsville where Reeve T.I. Bowie arranged for the construction of a 190-foot dam across the Credit River in 1906. The dam provided a twelve-foot head of water while the old Gooderham and Worts mill was converted into a generating station which was in operation by the following year. Increasing local consumption by 1933 necessitated the incorporation of this small generating station into the Niagara power system operated by the Ontario Hydro Electric Power Commission. Another attempt to harness the water power of the Credit River was made in 1910 when a private enterprise, the Erindale Light and Power Company, built a 700-foot long dam standing forty feet above the riverbed. This venture, located just north of Dundas Street, failed by 1917, and within five years the Ontario Hydro Electric Power Commission had taken it over and blown up the dam. The commission supplied the rest of Toronto Township with hydro-electric power when it opened a substation at Cooksville in 1912.

The supply of water to the township was somewhat slower in developing. In 1912 watermains and hydrants were installed in Streetsville, and the hydro generating station was also used to pump water from the Credit River to the households and business establishments of the village. The village would not have a water filtration plant until 1946. The Port Credit waterworks system supplied by Lake Ontario was built in 1923, although the water filtration plant was not completed until 1932. In the early 1930s the township began to install watermains along Hurontario Street as far north as Middle Road whenever residents agreed to assume the cost through a local improvement tax levy. The rest of the township continued to rely on outdoor wells usually equipped with electric pumps to feed water indoors. During the 1940s serious water shortages were a fact of life because of the increasing de-



By the end of World War II roadside markets selling fruit, vegetables, and flowers were common sights, particularly along Dundas Street in Dixie and Cooksville as well as along Lakeshore Road in the Clarkson area. Courtesy, Mildred Belleghem and Region of Peel Archives, Brampton

mands of new industries and homes. By 1950 the Port Credit waterworks system had been expanded to a capacity which could supply a population of 10,000. In the following year a \$1.5-million waterworks project was inaugurated that would be capable of serving the entire township.

Sanitation measures were still in their infancy at mid-century. Streetsville and Port Credit were only beginning to install sanitary sewers and sewage disposal plants in the late 1940s. There was talk about the needs for sewers in the rest of the township, but for the most part septic tanks were still employed and even the outdoor privy had not completely disappeared.

Weekly garbage collection was inaugurated in Port Credit in 1928 prompting the local newspaper to remark: "The days of

burying your tin cans, etc., in your backyard or probably throwing them over in your neighbour's lot, as it occasionally happens, will soon be o'er." Burning or burying garbage remained in practice throughout the rest of the township. By 1943 petitions for garbage collection were circulated in the more heavily populated Lakeview and Cooksville areas. An article in *The Port Credit Weekly* complained that it was "a menace to the health of the children to have garbage lying around to gather germs." Within two years most of the southern part of the township enjoyed weekly garbage collection, while the northern districts, aside from Streetsville and Malton, would have to wait until the next decade.

Township and village roads also reflected the coexistence of the rural and urban way

of life by 1950. While almost seventy miles of road, mostly the main arteries, were paved, there were still over two hundred miles surfaced in gravel and about fifty in dirt. Increased traffic along with a growing population brought demands for greater police protection. A petition from Port Credit businessmen and residents in 1930 urged that a second police officer be hired to direct traffic and patrol streets at night, but village council decided that one officer was sufficient. A second full-time constable had been added by 1944, and by the early 1950s the force consisted of four men.

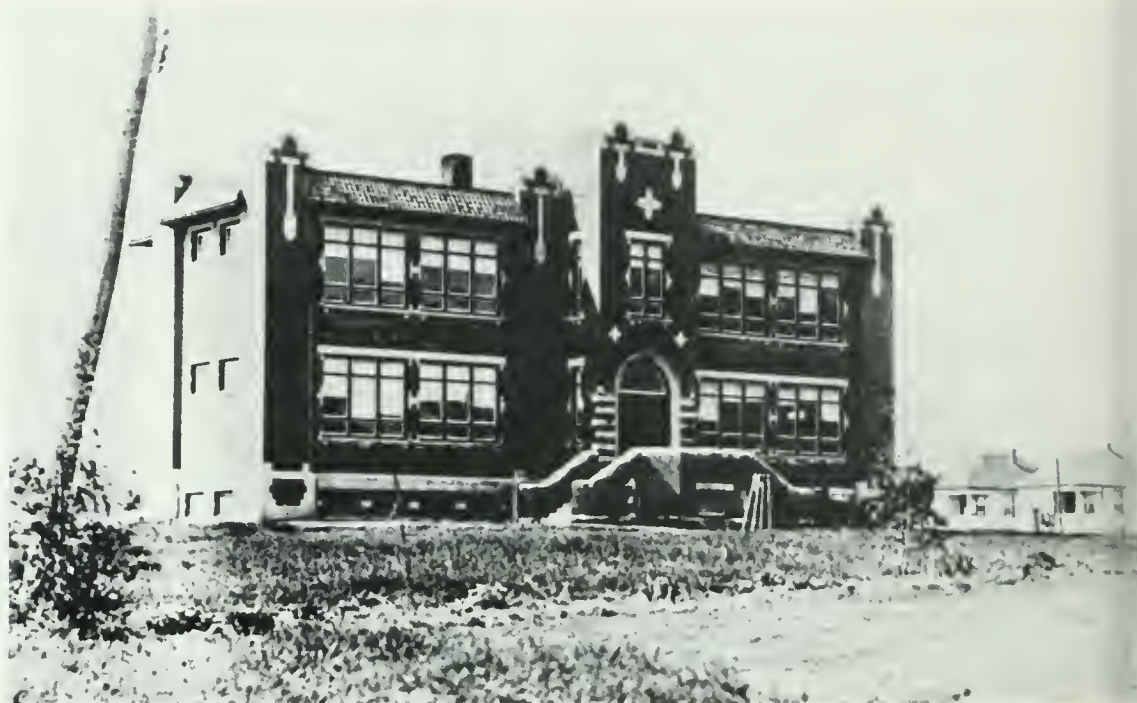
Toronto Township was served by county constables until 1928 when the first township constable was appointed on a part-time basis. Until 1945 the Toronto Township Police Department consisted of two constables, one to patrol the area south of Dundas Street, the other to patrol the vast rural north. The police chief reported in 1950 that the force had eleven members, two cruisers, and was hoping to get radio equipment in the following year.

Firefighting remained strictly a voluntary function. By 1930 the township's fire equipment consisted of two cars belonging to volunteer firemen, and three extinguishers with a capacity of two and a half gallons; there were still no hydrants anywhere in the township. Moreover, township firefighters relied on help from the two-year-old but better equipped Port Credit fire brigade which in turn charged the township thirty-five dollars for attending fires. Private donations and proceeds from dances enabled the township fire brigade to purchase a 1928 Model T Ford truck in 1936 and a 1929 Chevrolet truck in 1942. Thereafter, township council provided the necessary fire equipment, although community fire halls were still built by volunteer labour. By 1950 the voluntary brigades of Cooksville, Lakeview, Port Credit, and Streetsville were each about twenty men strong while smaller forces had been formed in Malton, Churchville, and Clarkson-Lorne Park.

One obvious sign that the rural age was coming to an end was the passing of the one- or two-room country schoolhouse. A growing population, in addition to the passing of the Adolescent School Attendance Act which extended the age of compulsory schooling from fourteen to sixteen in 1921, significantly increased the number of children attending school in the township. Consequently, from 1920 to 1924 no less than eight multi-room public schools were built in the township at a total cost of \$390,000; not surprisingly seven of these schools were located in the southern part of the township (including Port Credit) while the other was in Malton. The extension of the compulsory school age also necessitated improvements in secondary education. Until the opening of the two-room Forest Avenue Continuation School in Port Credit in 1917, students in the township had to travel to Streetsville, Brampton, or Etobicoke for a secondary education. In 1928 another two rooms were added to the recently built Cooksville Public School to serve as a continuation school. The marvel of the age was the lavishly equipped Port Credit High School which opened on Forest Avenue in 1930. This new building which cost \$190,000 included ten classrooms, two science laboratories, a library, a large gymnasium, and an auditorium capable of seating 400. It seemed a giant step forward from the days of the country schoolhouse, but within three years the enrollment stood at 360, and complaints were being made that the facility was overcrowded.

The education boom in the township would accelerate during the 1940s. By 1950 over 7,000 children were attending eighteen public schools in Toronto Township, Port Credit, and Streetsville. Among the largest of the several public schools built or enlarged within the past five years were the fourteen-room Cooksville Public School, the sixteen-room Queen Elizabeth Public School in the Cloverleaf subdivision, and the ten-room Lakeview Central School, billed in

Right: The two-room Forest Avenue Public and Continuation School opened in Port Credit in 1917. It operated as a Continuation School until the Port Credit High School opened in 1930. Forest Avenue Public School was eventually expanded and continued to operate until well into the 1970s. Courtesy, Harold Hare Collection, Port Credit Public Library and Region of Peel Archives, Brampton



Below: The Cooksville Public and Continuation School, built in 1921, was expanded to fourteen rooms by the late 1940s. Courtesy, Mildred Belleghem and Region of Peel Archives, Brampton



The Port Credit Weekly of October 12, 1950, as "one of Ontario's most modern public schools." Another significant development was the opening in 1948 of the township's first separate school, the two-room Our Lady of the Airways Catholic School in Malton. The old Streetsville Grammar School and the Cooksville Continuation School were closed down in 1950, and the students were transferred to the expanded Port Credit High School.

Whereas local taxpayers were willing to accept the high cost of education as a "necessary evil," they were less certain about social concerns. Municipal expenditures on social services were not substantial by 1950 as the full impact of the welfare state had not yet hit the township. Only during the Depression of the 1930s when unemployment exceeded 20 percent of the labour force did the provision of public welfare become a costly and controversial matter. A rural community like Toronto Township had been unaccustomed to coping with mass unemployment and the consequent need for public relief, since the large majority of its inhabitants could at least maintain a subsistence living on the farm in times of economic adversity.

Hardest hit by unemployment were Lakeview residents, many of whom worked in Toronto where firms tended to lay off suburban workers first because they would not be a relief charge to city taxpayers. Moreover, township officials complained "Toronto unemployed have very recently moved into this township and are already seeking aid" and that Lakeview in particular was "becoming the asylum for all and sundry who are driven from other places." Consequently, nearly 800 people were registered on the relief rolls of the Lakeview Welfare Board in January 1933. Welfare boards or committees, comprised of representatives from local churches and charities, had been established to assist the township council in raising private charitable donations and in administering relief work and direct relief

funds. With the help of federal and provincial government grants-in-aid, local authorities endeavoured to provide some of the unemployed with work repairing roads and installing watermains for which they were paid thirty cents an hour. Lakeview workers protested that forty cents an hour was required to maintain a subsistence living standard, and the Lakeview Workers' Association was formed in 1931 to discuss the problems of workingmen and the unemployed.

On the other hand, township council was besieged by complaints from farmers in the northern districts who resented paying taxes for unemployment relief. "We don't want these young lads talking this Communist piffle" was one farmer's response to the Lakeview workers' demands. Reeve Leslie Pallet agreed, noting on December 1931 "Social Service is the duty of the Church." The issue came to head in May 1933 when Lakeview relief workers refused to work for seventeen and a half cents an hour, which was all a financially hard pressed council claimed it could afford to pay. On May 9, 325 relief workers staged a strike which ended in failure after three weeks. This episode exemplified the emerging clash of interests between the northern farmers who as the major property owners had to bear the larger burden of municipal taxation and the southern wage earners whose growing presence necessitated an expansion of municipal services.

Recreation was another public service which received little attention prior to 1950. There had always been such an abundance of wide open space in the township that public concern over parks and recreational facilities did not seem warranted. By the late 1930s the township had five privately-owned golf courses, including the Mississauga Golf and Country Club, which boasted over 800 members and would often host the Canadian Open golf tournament. The Port Credit Yacht Club opened in 1936, and the Port Credit Regatta became an annual Do-

minion Day event. Near its plant, the St. Lawrence Starch Company operated St. Lawrence Park where it built Canada's largest outdoor public skating rink in 1939. Not to be outdone, a group of Cooksville businessmen constructed an outdoor public skating rink complete with recorded music. In 1947 the Toronto Township Hockey League was formed, and within three years it had grown to over forty-five teams with over 800 members playing at different ages and levels of competition. Community rivalry was featured with teams from Cooksville, Lakeview, Malton, Streetsville, Dixie, Lorne Park, Erindale, Burnhamthorpe, and Port Credit. The league received a considerable boost with the opening of Dixie Arena in 1949. Built at a cost of \$150,000, the arena had a seating capacity of over 3,000 and its ice surface was exceeded in size only by Maple Leaf Gardens in Toronto. That local government was beginning to take a more active interest in recreational concerns was indicated by the establishment of the Toronto Township Department of Recreation in 1947.

Other signs of modernization abounded. The headline in *The Port Credit Weekly* of November 23, 1937, announced: "Scores Turned Away at Opening of New Theatre." The 500 patrons who did manage to gain admission to the Vogue Theatre, the area's first movie house, were treated to a feature film in "technicolor" titled "God's Country and the Woman" starring George Brent and Beverley Roberts. The Roxy Theatre opened in Cooksville in 1951. That same year Loblaws, one of Canada's largest retail grocery firms, announced plans to open an "ultra-modern" store in Port Credit. Port Credit and Toronto Township were in the midst of a construction boom as over fourteen million dollars worth of building permits were issued in 1951, about six times more than the amount issued five years before. Included in this boom were three Port Credit apartment buildings which inaugurated a new age of highrise living in south Peel region. Further-



more, a \$150,000 addition to the Municipal Hall in Cooksville had been approved by council. To control all this building activity and the subdivision of land, the Toronto Township Planning Board was formed by council in 1949.

Because the pace of economic and social change had accelerated only in the past five years or so, the residents of Toronto Township, Port Credit, and Streetsville were still



Ontario Premier Leslie Frost presides over the opening of Dixie Arena in 1949. The area's first arena gave a considerable boost to the Toronto Township Hockey League (now the Mississauga Hockey League) which has become the second largest minor hockey operation in North America. Mississauga's premier hockey team, the Dixie Beehives, has won four Ontario Hockey Association Junior B and Tier 2 Junior A titles in addition to producing over fifty players for the National Hockey League. Courtesy, Region of Peel Archives, Brampton

inclined to perceive their existence in rural terms by the middle of the twentieth century. They were scarcely aware that their community stood on the threshold of rapid and massive urbanization which would all but obliterate its rural past. In retrospect, the first half of the century had been a prelude to the emergence of the modern city of Mississauga.

Chapter Six



THE MODERN CITY TAKES SHAPE

In the second half of the twentieth century Toronto Township, Port Credit, and Streetsville enjoyed steady and sometimes explosive growth which transformed them from cozy suburban communities into one “big” city. Since 1950 the population of the city of Mississauga has increased by about twelve times, the number of industries by over sixty times, and the annual value of new construction by nearly ninety times.

The initial attraction of Mississauga for many families was the availability of affordable homes on spacious lots in well-planned neighbourhoods of shopping centres, schools, churches, and recreational facilities. Businesses and developers were lured to the area by the abundance of reasonably priced land for industrial and commercial expansion close to the major traffic arteries. In addition receptive municipal administrations offered industry lower taxes and easier terms for building permits.

The new factories, shopping plazas, and office complexes



Clearing the land of its trees again became a major preoccupation in Toronto Township with the rise of the planned residential-industrial subdivision in the 1950s and 1960s. In this early 1950s photograph the orchards of the Robinson farm make way for Applewood Acres. Courtesy, Region of Peel Archives, Brampton



Above: This housing subdivision encroaching upon farmland is a typical sight in modern Mississauga. This barn has become a casualty of this Erin Mills subdivision. Courtesy, Professor Thomas McIlwraith Collection

Right: The Mississauga Transit System was inaugurated in 1969 when Charterways Ltd., with an initial fleet of four buses, was granted an exclusive municipal franchise to provide service for the whole town. Since becoming a public utility in 1973, Mississauga Transit has grown to encompass a fleet of 170 vehicles carrying over sixteen million passengers a year along thirty routes. Included in its fleet are articulated buses like the one shown here. Courtesy, Mississauga Central Public Library



created more jobs and therefore attracted more people to Mississauga. Inevitably, the sudden transition to city stature introduced a host of concerns related to controlling urban sprawl, providing the most up-to-date public services for a constantly expanding and diverse society, and fostering a greater sense of community identity within such a vast geographical area.

The seeds of Mississauga's dynamic growth were sown in the 1950s with the emergence of planned residential and industrial subdivisions. Whereas previous subdivisions were small, random collections of homes built on lots carved out of recently sold farmland, the new planned communities included residential as well as commercial and industrial components. Moreover, local authorities increasingly attempted to control development projects by approving

only those which provided for internal servicing of roads, sidewalks, hydro, water, and sewers. As competition among developers escalated, later projects were made more attractive by the inclusion of schools, churches, parks, and community centres.

Applewood Acres, among the earliest of the modern subdivisions in Toronto Township, was established in 1952 on the QEW in the Dixie Road area. By 1955 G.S. Shipp and Son, Ltd., had built some 850 homes and the Applewood Village shopping plaza. The firm then purchased the 165-acre homestead of former Ontario premier Thomas L. Kennedy at the northeast corner of Dundas Street and Tomken Road to develop the Applewood Heights subdivision, which included 550 homes, a school, and a large industrial site. Meanwhile, the Orchard Heights subdivision on the QEW in

the Dixie Road area had been developed by 1956. Only half the size of neighbouring Applewood Acres, it boasted one of Canada's largest shopping centres, Dixie Plaza (now Dixie Mall); and one of its earliest residents was Marilyn Bell, who moved there in 1955 shortly after her historic swim across Lake Ontario.

By the late 1950s, two subdivisions were being developed in the Streetsville area—Vista Heights to the west of the old village and Riverview Heights to the north. These developments helped to raise Streetsville's population to over 5,000 by 1961. In Malton the Ridgewood and Marvin Heights subdivisions northeast of the old village provided over 1,000 homes mostly for workers at the aircraft manufacturing plant. All these developments seemed rather modest when compared to Erindale Woodlands on the east side of the Credit River. This 468-acre, \$35-million project opened in 1957 and was designed to have nearly 800 homes, over 600 apartment and multiple dwelling units, 150 acres of industrial buildings, a sizeable shopping plaza, and its own water purification and sewage treatment plant. Within six years, Erindale Woodlands had close to 8,000 residents and was being expanded to house another 4,000.

Equally ambitious was the Park Royal subdivision located south of the QEW and northwest of Clarkson. Sponsored by the United Land Corporation, this project encompassed a 300-acre industrial site, residential units for some 3,500 families, 36 acres for schools, 5 acres for churches, and additional acreage for parks and recreational facilities, a community centre, and a large shopping plaza. All hydro and telephone cables were underground, and the site had its own \$1.3-million sewer system. When it opened in 1958, Park Royal was hailed as "the most modern pre-planned townsite in Canada, even the North American continent." North of Park Royal on Dundas Street, the \$35-million Sheridan Homelands project was launched in 1965 to

accommodate a population of about 8,000.

By 1961 Toronto Township's population was approaching 63,000. Throughout the decade plans for residential-industrial subdivisions abounded. In 1966, for example, fifty proposals for subdivisions, ranging from 5 to 200 acres, were submitted to the Toronto Township Planning Board for consideration. By far the most ambitious and elaborate development scheme was introduced in 1968 after years of deliberation and speculation. The vast area bounded by Dundas Street to the south, the Credit River to the east, Steeles Avenue to the north, and Ninth Line to the west was earmarked for development as two contiguous planned communities that would each form "a city within a city." The southern community, known as Erin Mills, covered 7,000 acres purchased a decade earlier by the noted Canadian entrepreneur E.P. Taylor, who also developed Don Mills northeast of Toronto in the mid 1950s. The northern community, to be called Meadowvale, covered over 3,000 acres owned by Markborough Properties.

The original prospectus called for completion of the two communities in fifteen years at a cost of \$1.25 billion; Erin Mills was expected to accommodate over 150,000 people and Meadowvale about half that number. The Erin Mills Parkway was approved by Mississauga council in 1970 to extend from the QEW to Highway 401 running through the northern part of the city. As the 1970s progressed, it became obvious that the projections for these communities were overly ambitious. Despite the slower pace of development, by 1984 Erin Mills' population was estimated at 25,000 while over 30,000 people lived in Meadowvale.

The popularity of the planned communities, particularly those in southern Mississauga, was enhanced by improved commuter transportation. The Metropolitan Toronto and Region Transportation Study reported in 1965 that only 158 commuters daily were using the CNR service from Port Credit to Toronto. Following the study's proposal for



a high-speed commuter train system, the Government of Ontario inaugurated GO Transit in May 1967. Henceforth, Mississauga commuters could board hourly trains at stations in Long Branch, Port Credit, Lorne Park (closed for lack of use in 1968), and Clarkson. At speeds of up to sixty-five miles an hour, commuters could be comfortably transported to downtown Toronto in less than half an hour.

Less than 10 percent of Mississauga's commuters travel by GO Transit, however, as the automobile is still by far the preferred means of interurban transportation. Therefore, highway improvement continues to be an important factor in Mississauga's extraordinary population growth. The widening of Lakeshore Road to four lanes in 1967 and the QEW to a six-lane expressway by 1970, as well as the construction of the Macdonald-Cartier Freeway (Highway 401) by the late 1950s, has made Toronto even more accessible. Likewise, north-south travel has been greatly enhanced by the post-1963 expansion of Hurontario Street to four lanes, the 1971 widening of Highway 427 to six lanes, and the construction of the Erin Mills Parkway. To a large extent, Mississauga remains a city built with the automobile in mind.

While the proximity to Toronto is still a stimulus to population growth, Mississauga has emerged as a major business centre in its own right. In 1953 Toronto Township had 34 industries; by 1984 over 2,000 manufacturers were located in the city of Mississauga. The city has over 9,000 businesses employing more than 175,000 workers.

Once again, the major impetus for industrial and commercial growth can be traced back to the early 1950s. Toronto Township's first Official Plan in 1953 designated almost 6,000 acres as strictly industrial subdivisions to be serviced over the next twenty years. Township council appointed the first Industrial Committee headed by an industrial commissioner, William Courtney, whose main function was to promote the township



Facing page, top: *Highrises dominate this April 1968 view of Lakeshore Road east of the Credit River in Port Credit. Courtesy, Harry Warren Collection, Port Credit Public Library and Region of Peel Archives, Brampton*

Facing page, bottom: *The traffic flow on the expanded QEW, shown here looking west at Cawthra Road, is being directed increasingly toward Mississauga as well as toward Toronto. Courtesy, Mississauga Central Public Library*

as a favourable industrial location.

The first industrial subdivision to be promoted was the Dixie Industrial Area, a 900-acre site south of Dundas Street in the Cawthra and Dixie road area. Within two years, 750 acres had been sold to twenty-five industrial firms, and by 1957 it was expanded to include 700 acres north of Dundas Street.

Meanwhile the Clarkson Industrial Development began in 1955 in conjunction with the United Land Corporation's Park Royal subdivision. Already located in the area were National Sewer Pipe Company which had built a \$1.3-million factory in 1953 and the British American Oil Refinery (now Gulf Oil Canada, Ltd.) which undertook a \$56-million expansion programme in the mid-1950s. In 1956 St. Lawrence Cement Company opened Canada's largest cement manufacturing plant valued at twenty-seven million dollars.

Toronto Township purchased the 400-acre Rifle Ranges from the federal government and the city of Toronto for development as an industrial site in 1958. Later that year, Ontario Hydro began construction of the Lakeview Generating Station there. When it

officially opened in 1962, the station was reputed to be the world's largest thermal electric generating plant. The twenty-storey plant, with its 2,000-foot dock extending out into the lake, cost over \$250 million to build.

Sheridan Park Research Centre, one of the world's largest industrial research complexes, opened in 1964 between the Park Royal and Sheridan Homelands subdivision. Situated on a beautifully landscaped 360-acre site, the Sheridan Park complex was the brainchild of the Ontario Research Foundation which moved into its own \$7.5-million facility there in 1967. It was joined four years later by Canada Systems Group which opened a \$21-million computer centre employing over 300 workers.

In the early 1970s large firms began moving into the industrial subdivisions opening up in northern Mississauga. For example, Chrysler Canada, Ltd., built a huge parts warehouse in the new Meadowvale Business Park that employed 300 workers. At the same location, Control Data Canada, Ltd., erected an \$11.4-million plant employing 600, the same number as are employed at the nearby Dupont Canada, Inc., facility.

Left: *St. Lawrence Cement Company opened a \$27-million plant in Clarkson in 1956. It was Canada's largest cement manufacturing plant and was reputed to have the tallest smokestack in the entire British Commonwealth and Empire. Courtesy, Mississauga Central Public Library*



People marvel at the Avro Arrow as it rolls out of the hangar at Malton Airport for the first time in 1957. The cancellation of the supersonic fighter jet by the Diefenbaker administration led to the demise of A.V. Roe Company which had employed up to 22,000 workers. From Avro Arrow, Boston Mills Press

To the east, the Dixie Industrial Area has been extended northward beyond Eglinton Avenue. The major employer in that vicinity is the \$67-million Gateway Postal Facility with over 3,000 workers.

Amid the constant influx of new industries were some noteworthy departures from the local scene. Certainly the darkest moment in Mississauga's industrial development was the demise of A.V. Roe Company in Malton. During the 1950s the aircraft plant was the largest in the British Commonwealth employing upwards of 22,000 workers. When the Canadian government cancelled the supersonic CF 105 Arrow Fighter contract in 1959 about 15,000 workers lost their jobs. The cancellation of the "Avro Arrow" was a severe financial blow to the A.V. Roe Company, and shortly thereafter the plant was sold to McDonnell-Douglas Canada, Ltd., who were able to

build up the work force to 2,000 by 1984. Furthermore, Hawker-Siddeley Canada, Ltd., has continued to operate the Orenda Engine manufacturing plant which employs over 800 workers. The federal government also provided additional employment opportunities by investing billions of dollars to expand Pearson International Airport. Canada's premier air transportation facility now employs over 10,000 workers.

The federal government also endeavoured to revive Port Credit harbour in the late 1950s with a \$4.5-million harbour reconstruction programme. In 1962 the Department of Public Works leased the harbour to Canada Steamship Lines, and for the rest of the decade Port Credit returned to prominence as a shipping centre. By 1967 over 200 ships were docking at Port Credit, and over three million tons of coal destined for the nearby Lakeview Generating Station

were being handled. Unfortunately, Canada Steamship Lines closed the dock in 1972, leaving nearly 200 people out of work.

Port Credit suffered another loss when Texaco Canada, Inc., which purchased the old Regent Oil refinery in 1959, decided in 1978 to move its operation to a new refinery in Nanticoke. The Canadian Admiral Corporation, which had moved to Port Credit from Lakeview in 1951, went out of business in 1981, leaving 650 jobless. Mississauga lost two other longtime enterprises when Cooksville Brick and Tile Company closed down in 1970 and Hands Fireworks, Inc., moved to the Milton area in 1963 because the Dixie area was becoming too built up for the operation of an explosives factory. The departure of any of these industries would surely have dealt a crippling blow to the economy of old Toronto Township. But with its rapidly expanding and diversified industrial base, the modern Toronto Township and later Mississauga was well-equipped to cope with the occasional setback.

Furthermore, the south Peel region has become a hub of commercial activity since the early 1950s. Thousands of local residents turned out to experience the novelty of shopping at the modern Loblaws store in Port Credit on opening day in November 1952. They were likewise excited by the opening of the Lorne Park Shopping Centre six months later. The township's first shopping plaza, which cost \$300,000 to build, boasted a supermarket, a department store, a theatre, a bowling alley, a post office, a drugstore, and a few smaller shops. But its prominence would be short-lived; the \$2-million Applewood Village shopping centre with twenty-five stores opened in 1955. The following year, the \$3.5-million Dixie Plaza with thirty-three stores opened on a forty-six-acre site.

The rise of the multi-acre shopping plaza went hand in hand with highway improvement and the emergence of the planned residential subdivision. Over 140,000 people lived within a ten-minute drive of Dixie Pla-



za at the time of its opening, making it a busy regional commercial centre and a convenient alternative to downtown Toronto shopping. Over the next decade several smaller plazas sprouted up in various new subdivisions. By 1967 enclosed shopping centres were in vogue as the Westdale Mall opened in Erindale Woodland. With fifty stores and services, it was advertised as the largest shopping centre between Toronto and Hamilton. Two years later Sheridan Mall and Westwood Mall in Malton opened, each eventually offering over eighty stores and services.

The ultimate in shopping malls would be Square One, which originated as part of a plan devised by S.B. McLaughlin Asso-

McDonnell-Douglas Canada Ltd., the successor to A.V. Roe Company at Malton, is still among Mississauga's largest employers. Courtesy, Region of Peel Archives, Brampton

ciates, Ltd., to develop a "City Centre" at Burnhamthorpe Road and Hurontario Street. The project culminated in 1973 with the opening of Canada's largest shopping centre—and the third largest in the world. With 165 stores and services, parking for 6,700 cars, and a price tag well in excess of twelve million dollars, Square One symbolized the magnitude of Mississauga's commercial growth since the opening of the Lorne Park Plaza two decades before. By 1986 Square One will have an additional 120 stores at a cost of thirty million dollars.

Of course, Mississauga's explosive demographic and economic growth has fostered a flourishing construction industry. Over 80 percent of the city's nearly 120,000 private dwellings, ranging from elegant estate homes to modern highrise apartments, have been built since 1961. Furthermore, the total annual value of building permits issued by Toronto Township and later Mississauga rose from seven and a half million dollars in 1950 to a peak of \$661.5 million in 1981; even with inflation, these increases are exceptional.

With all this activity, Mississauga has emerged as a major centre of employment. Mississauga businesses employ approximately 80,000 local residents and 95,000 commuters, over half of them coming from metropolitan Toronto. On the other hand, about 80,000 Mississaugans work in Metro Toronto and 20,000 commute elsewhere. In sharp contrast to the pre-1950 era, a fairly even flow of commuter traffic both into and out of Mississauga takes place daily. Accordingly, the image of Mississauga as a commuter settlement or a bedroom suburb of Toronto is no longer appropriate. Mississauga is indeed a city that can control its own economic destiny, judging by not only the number and variety of businesses but also their size. The city has become a haven for small business, most with less than 300 employees, and no single company has been able to dominate the economic climate.

This state of affairs also suggests the in-

creasingly reciprocal nature of the metropolis-hinterland relationship. Torontonians are becoming more inclined to travel to Mississauga to work, transact business, and shop. Between 1981 and 1983 more than 70,000 full-time jobs were eliminated in metropolitan Toronto while nearly 20,000 jobs were created in Mississauga from 1982 to 1984. Many corporate headquarters have been attracted to Mississauga's prestigious business parks and to City Centre office developments. And for Torontonians with easy access to the QEW or Highway 401, a shopping excursion to Square One can take less than half an hour, with less traffic congestion and parking difficulties than is associated with driving in Metro.

Mississauga's economic future points to a more balanced interdependence with Metropolitan Toronto which will all but obliterate the old metropolis-hinterland relationship. Furthermore, Mississauga is becoming a regional metropolitan centre for Peel and perhaps the eastern part of neighbouring Halton Region. The completion in 1981 of Highway 403 to link the QEW, the new City Centre, and Highway 401 has reinforced Mississauga's strategic position at the hub of a burgeoning north-south flow of commerce and industry. In an economic sense at least, Mississauga would seem to merit its self-proclaimed designation as "tomorrow's city today."

With large scale demographic and economic growth came an expansion in the scope of local politics and administration. Prior to the 1950s township and village politics was a part-time preoccupation in which officeholders fulfilled an essentially caretaking rather than policy-making role. Reeves, deputy reeves, and councillors were for the most part acclaimed to office, and the relatively few contested annual elections were apt to be based on personalities rather than issues. In a small rural community or even a growing semi-urban one, the principal concern of a political candidate was to keep property taxes as low as possible.



Previous success in business or farming was considered the key qualification for political office. Politicians were seldom faced with issues that would dramatically alter the destiny of their township or village because municipal budgets were small and the functions of government fairly limited and straightforward.

After 1950, however, circumstances increasingly required local politicians to make decisions upon which the future development of their community hinged. In 1952 many township residents were hit with exorbitant property tax increases, ranging from 80 to 300 percent over the previous year. Some of this tax hike was endemic of suburban living. The commuting taxpayers wanted to maintain the tranquility of the rural existence but with all the urban conveniences: modern schools easily accessible on concrete sidewalks, better surfaced, well-lighted streets, an ample supply of pure water piped directly into their homes, weekly garbage collection, and a system of sewage disposal. At the same time, suburbanites understandably had no desire for unsightly or noisy industrial establishments near their homes. Yet industrial assessment is the backbone of the municipal tax structure, and herein lay Toronto Township's problem as an expanding suburban community. The demand for residential-oriented services, es-

pecially schools, was far outpacing the infusion of new industry.

Furthermore, the rural background of most of the local elected representatives kept them from seeing the new direction that township administration had to take. Such were the findings of the *Provincial-Municipal Audit Report* prepared by the public accounting firm of John S. Entwhistle & Company and released in November 1952. Undertaken in response to the vigorous public outcry over soaring township taxes, the Entwhistle report emphasized the need for industrial reassessment, better planning and development of subdivisions and the provision of essential services for them, as well as more efficient organization of township administration. In the local election campaign conducted the following month, candidate for reeve Anthony Adamson contended "the township's method of running affairs is out of date." He proposed engaging the services of an industrial commissioner and an assessment commissioner as well as establishing a Department of Works and a Department of Planning and Development. Norman McKee, president of the Toronto Township Ratepayers' Association (formed seven years earlier), concurred: "The most serious problem faced by the residents of Toronto Township is the lack of a planned program for the orderly develop-

Toronto Township Council in 1950 consisted of (left to right) Anthony Adamson, a councillor who would serve as reeve in 1953 and 1954; Allan Van Every, a councillor; J. Herbert Pinchin, a former reeve and long-time clerk of the township; D.S. Dunton, the reeve; Lloyd Herridge, the deputy reeve; and Sidney Smith, a councillor who would serve as reeve in 1951 and 1952. Courtesy, Anthony Adamson



Toronto Township's foremost political personality was Thomas Laird Kennedy, known as "Mr. Ontario" for his lengthy and distinguished tenure in provincial politics. Born in Dixie in 1879, he served as reeve of Toronto Township before being elected to the legislative assembly of Ontario to represent Peel riding in 1919 when this picture was taken. Courtesy, Dixie-Burnhamthorpe Reunion Committee

ment of its residential and industrial areas."

The election in 1953 of Reeve Adamson and Deputy Reeve Mary Fix, the first woman to sit on Toronto Township as well as Peel County councils, ushered in a modern approach to municipal administration based on careful planning. It was a busy year for township council: the South Peel Board of Education was formed; the first Official Plan was adopted; the first industrial and assessment commissioners were appointed; the Lakeview water plant was expanded to service the new Dixie Industrial Area; a new pumping station was built on Mississauga Road south of the QEW to service the new Clarkson Industrial Development; and a \$1-million plan for a sewage plant in Lakeview was proposed.

To control the development of subdivisions, approval was granted to only those projects that provided for both a substantial industrial site and essential services for residents. The major objective of council was to achieve a more even balance of residential to industrial assessment than the prevailing seventy-eight to twenty-two ratio. The Erindale Woodlands and Park Royal subdivision proposals, for example, were approved with residential-industrial assessment ratios of sixty-four to fifty-five respectively. The goal of equalized assessment pursued by both Adamson and Fix, who was elected reeve in 1955, was achieved by 1961 when the township's total tax assessment surpassed \$100 million or almost ten times what it had been in 1950.

Urban growth and the need to provide more services raised serious concerns about Toronto Township's (and later Mississauga's) status as a viable municipal unit. Reeve Adamson first raised the matter in 1953 when he suggested that the township would be better served by seceding from Peel County. The township, he complained, was paying over \$150,000 annually to cover half the expenditures of county councils but was not getting adequate service in return. Another alternative for the township, ac-

cording to Adamson, might be to join newly created Metropolitan Toronto.

By 1962 the township was paying nearly two-thirds of the county assessment and was allowed only four members out of twenty-nine on county council. While this inequity was still a bone of contention, Reeve Robert Speck viewed casting the township's lot with its mighty eastern neighbour as a serious threat to the township's identity. In a speech to the Clarkson-Lorne Park Kiwanis Club in January 1962, Reeve Speck urged Port Credit and Streetsville to join forces with the township to form a city.

"Amalgamation," he asserted, "would be some protection for us against being swallowed by Metro Toronto." Councillor Hyliard Chappell agreed, arguing that the township's present name was fifty years out of date and left the impression that the township was "a sort of rural appendage . . . waiting for its turn to come when it will be swallowed up by Metro." A more historically relevant name, he prophetically insisted, would be Mississauga.

Amalgamation was also a safeguard against the annexation designs of Port Credit and Streetsville. By the end of the 1950s both communities were running out of room for expansion. Streetsville had already annexed about 500 acres and Port Credit another 100 acres of township territory during the decade, and both were enviously eyeing more. The elevation to town status for Port Credit in 1961 and Streetsville in 1962 strengthened their bids for further annexations to sustain growth. Whenever either town applied to the Ontario Municipal Board to annex part of Toronto Township, the township would counter with an annexation request of its own. The township also considered the possibility of countering these attempts by becoming a town in 1962, but found that it would forfeit over \$700,000 worth of provincial road and education grants by losing its status as a rural municipality.

Amalgamation remained at the forefront

of political discussion throughout the 1960s and into the 1970s. Port Credit council rejected the idea, fearing the prospects of higher taxes since mill rates in Toronto Township were considerably higher. Although there was some favourable response to the idea in Streetsville because it would mean improved services, the fear of higher taxes also prevailed. Mayor J.L. Fulton of Streetsville dismissed amalgamation as "economic suicide" in 1964.

By 1965 Toronto Township council decided that the prestige and positive inducement to business that came with town status outweighed the loss of provincial grants. Therefore, the township applied for approval from the Ontario Municipal Board to put the question to a vote of local electors later that year. However, the police village of Malton had other ideas. After Toronto Township had annexed 4,000 acres of Toronto Gore Township which included all of the new Malton developments in 1952, the police village applied to Peel County Council to secede from Toronto Township. Malton was denied the status of independent village on the grounds that it could not provide adequate services. Ten years later, the community of 5,000 renewed its bid for autonomy. Malton felt economically and geographically isolated from the rest of the township, and complained in particular that the township administration used Malton tax money to develop the southern part of the township. Once again, secession efforts proved futile. Realizing that all hope of ever becoming a separate village would be lost if Toronto Township became a town, Malton protested to the Ontario Municipal Board and ultimately stalled the decision-making process long enough to prevent the matter from being considered until the 1967 township election.

Meanwhile, in 1966, Montreal municipal consultant Thomas J. Plunkett released his *Peel-Halton Local Government Review*, commissioned by the Ontario Department of Municipal Affairs. The report recommended

a two-tiered system of regional government which would join Burlington, Oakville, Brampton, and the new town of Mississauga to form the Urban County of Mississauga while the region to the north would become the Rural County of Peel-Halton. Although the plan was never adopted, it had two important implications. First, it presupposed the amalgamation of Toronto Township, Port Credit, and Streetsville and elevated the idea to something more than the ambitious design of township politicians. Second, the report assumed that south Peel's destiny lay outside the Metro Toronto municipal orbit.

The Plunkett Report also gave added impetus to Toronto Township's renewed bid in 1967 for town status. Malton's protest had long been dismissed, but nearby Etobicoke, aspiring to annex Malton and perhaps Lakeview, made a last ditch effort to block the new town. When Etobicoke's protest was rejected, Toronto Township turned its attention to finding a new name since it could not rightly be called the Town of Toronto. Besides, Reeve Speck had long maintained that the association of the township's name with Toronto was no longer an asset.

The "name game" was on, with virtually every community arguing that its name was the most appropriate for the new town.

Colonel Thomas Laird Kennedy, shown here with a group of local schoolchildren in the mid-1950s, was Ontario minister of agriculture from 1930 to 1935 and from 1943 to 1953 as well as premier in 1948. He retired as a member of the provincial legislature in 1958, a year before his death. Courtesy, Mildred Bellegem and Region of Peel Archives, Brampton





Lou Parsons of Mississauga was chosen as the first chairman of Peel Region in 1974. Mississauga has enjoyed much more influence in this large local body than could Toronto Township in Peel County because the city has a clear majority in representation. Courtesy, Region of Peel Archives, Brampton

Township council after lengthy deliberation narrowed the choice down to two names: Sheridan in honour of the newly constructed Sheridan Research Park and the old village; and Mississauga after the original inhabitants. The arguments against the latter were that it was hard to spell and that the Indians had not been involved with the new town's modern development. The advantages of the name Mississauga were its historical connotation and that it was a completely new name, thereby negating the potential complaint that one community had been favoured over another. In December 1967 local voters decisively opted for Mississauga. Accordingly, on January 1, 1968, the new Town of Mississauga, with a population recently exceeding 100,000, was born.

In achieving town status, Mississauga rendered amalgamation with Port Credit and Streetsville less urgent. For both Port Credit and Streetsville, the options became clearer but more limited—amalgamation or annexation. Because each town was having difficulty attracting industrial assessment because of lack of land, the only way to avert being absorbed by Mississauga was to annex some of its territory. This was the platform on which Deputy Reeve Hazel McCallion, the first woman elected to Streetsville council, was elected mayor of the town in 1970. Streetsville then applied to the Ontario Municipal Board to annex over 7,000 acres in the northwestern part of Mississauga. In Port Credit, J.C. Saddington, who had a lengthy tenure as reeve in the early 1950s and became the town's first mayor, returned as mayor once again in 1970 to lead the campaign to annex 6,000 acres of Mississauga south of the QEW. Mississauga applied for city status in order to stop these annexation efforts and countered with its own request to annex Streetsville and Port Credit.

The battle became a foregone conclusion in January 1973 when the provincial government released its regional government plan. Mississauga would absorb Port Credit

and Streetsville to become the largest and most powerful of the three municipalities to comprise the new Peel Region. Mississauga was satisfied with the arrangement because it offered the prospect of geographical unity and consolidation of public services. Port Credit, increasingly plagued by financial problems, was also happy because it could now share in Mississauga's bright economic future. Streetsville, fearing a loss of identity, was a most reluctant partner. Some measure of consolation was gained when the two communities were added as distinct wards to Mississauga's ward system which had been expanded to seven in 1970. At long last, the old Toronto Township was reunited as the new city of Mississauga on January 1, 1974.

Even before Mississauga became a city, there were concerns about its explosive rate of growth. Reeve Speck, who would become Mississauga's first mayor in 1968, essentially continued the policies of the Adamson and Fix administrations—that to create an economically viable community, equalized assessment had to be maintained. Extensive promotional campaigns across Europe and North America drew attention to Toronto Township and Mississauga as one of the fastest growing industrial areas in Canada. Residential development was earmarked for already serviced areas on an "in-filling" basis. In particular, high density apartment developments were viewed as desirable because of their high assessment value and the relatively low number of school-age children who tended to live in them. Mayor Speck envisioned Mississauga as another Metro Toronto with a population eventually exceeding one million.

To help foster the image of Mississauga as an impending world-class city, the municipal offices were moved to the evolving City Centre site in 1969. Construction was already underway on Square One plaza and a number of other office complexes in the area, so the location of the spacious, \$1.25-million city hall there gave much impetus to



the grand design of an eventual city core at Highway 10 and Burnhamthorpe Road.

By the time of Mayor Speck's death in 1972 following heart transplant surgery, there were some with second thoughts about his legacy of continual growth with an emphasis on physical development. Various ratepayer groups feared that Mississauga was emerging as a prime example of urban sprawl resulting from rapid physical growth without equal attention to social planning. Too much farmland, parkland, and forest had been overzealously transformed into residential and industrial subdivisions in the name of progress. Lower density development would avoid a proliferation of mammoth apartment complexes such as the so-called "concrete jungle" of Forest Glen in the Bloor Street and Dixie Road area. More social, cultural, and recreational facilities were needed in high density areas. Mississaugans clearly wanted single-family dwellings to remain the hallmark of their community, so they delivered a mandate to slow the pace of development by electing

Dr. Martin Dobkin as mayor in October 1973.

Mayor Dobkin, a novice to municipal politics, took office on a "reform" mandate to restrict high density building, to limit the influence of large developers, and to stress quality of living in the development process. As laudable as these objectives may have been, the Dobkin administration unfortunately became mired in various conflict-of-interest wrangles, clashes with developers, and protracted negotiations with regional and provincial authorities, which effectively froze most major development in Mississauga.

Seeking to strike a balance between reform and continued growth, city electors chose Ron Searle over Dobkin in the 1976 mayoral election, and Hazel McCallion over Searle in 1978. The victory of the former Streetsville mayor and ardent opponent of amalgamation, and her continued popularity, demonstrates the willingness of Mississaugans to bury past differences and to collaborate to make the new city work.

Mississauga's city hall since 1969 will soon give way to an even larger complex also within the City Centre site at Hurontario Street and Burnhamthorpe Road. Courtesy, Professor Thomas McIlwraith Collection

\$35 MILLION DEVELOPMENT APPROVED

**Established 118 Years Ago,
Cooksville Fall Fair Passes,
Township Seeks To Buy Land**

Vie For Beauty Crown



**New Town To Be Built
In Toronto Township**

**Face-Lifting
Work Started At
Erindale Dam**

A new, more modern population will be created on the north side of the Don River Highway near Pendleton. It was announced Monday. The new town will be 102 acres, with the location opposite the Cooksville Fall Fair and Country Club, and will stretch from the Don River to the south of the Barhamville Rd.

Toronto Township council on Monday approved a agreement with Toronto and Mississauga which will

**Lakeview Woman
Hurt In Crash
On Lakeshore Rd**

A woman was hurt in a crash on Lakeshore Rd. The woman was driving a car and was hit by a truck. She was taken to the hospital and is expected to recover. The crash occurred on Monday night.

**Erindale Area
Land Frontages
Set At 150 Feet**

**Five Arrested After
Beach Booth Robbery**

The planning board recommended that the land frontages in the Erindale area be set at 150 feet. This will be a change from the previous 100 feet.

The planning board recommended that the land frontages in the Erindale area be set at 150 feet. This will be a change from the previous 100 feet.

**Cut Off Hydro
If Wiring Bad
P.U.C. Advises**

The Public Utilities Commission (P.U.C.) has advised that if the wiring in a house is bad, the hydro should be cut off. This is to prevent a fire from starting.

**Thieves Bypass
New Golf Clubs,
Steal Old Clubs**

The thieves bypassed the new golf clubs and stole the old ones. This was done at a golf course in the area.

**Police To Enforce
Overnight Parking
On Lakeview Streets**

Police will enforce overnight parking on Lakeview streets. This is to keep the streets clear for traffic and to prevent a fire from starting.

**Toronto Tp. Council
Boosts Trailer Fees,
Refuses Extensions**

Toronto Township council on Monday boosted trailer camp license fees to \$80 per year, per trailer. This is an increase from the previous \$50.

The headlines of this issue of The Port Credit Weekly record a poignant moment of transition from the rural to the urban environment. The award-winning Weekly began as The Port Credit News in 1912. The Mississauga News is now the principal voice of the city. Courtesy, The Port Credit Weekly

Estimates of the city's population growth capacity, outlined in the new Official Plan adopted in 1980, have been scaled down to 700,000 to be reached by about 2010. A major priority of municipal administration in recent years has been the evolution of a distinct "city centre" or "downtown core" to foster a greater sense of integration without necessarily undermining the functioning of district and neighbourhood commercial centres. The Mississauga of the 1980s no longer aspires to become an urban giant like Metro Toronto, but rather to be a well-planned city of predominantly single-family homes with a thriving and diversified business sector.

On July 15, 1954, the front page of *The Port Credit Weekly* ran two major news stories which illustrated how pervasively the traditional rural way of life was succumbing to the modern urban existence. One story mourned the death of the Cooksville Fall Fair after 118 years of operation. Last held in September 1951, the fair had fallen victim to urban development and "old-time residents passing from the local scene." The other story celebrated the birth of Erindale Woodlands, then the latest in planned subdivisions. Those who had attended the last

Cooksville Fall Fair must have been astonished at the sudden and profound transformation taking place around them. On the other hand, most of the newcomers who moved into Erindale Woodlands later in the decade were likely to be unaware that the fair or many other vestiges of old township life had ever existed.

By the end of the 1950s, for instance, newly-arrived residents in the evolving planned communities of Toronto Township took for granted basic services that only a few years before were either non-existent or provided in only a rudimentary form. The newcomers likely did not realize that the township waterworks had not been completed until 1953 or that the Lakeview sewage treatment plant had only begun operation in 1957. Some areas in the northern reaches of the township still had no water or sewage disposal service by the mid-1960s.

The professionalization of the township's firefighting force was another innovation. The volunteer fire brigades of Cooksville, Lakeview, Malton, Churchville, and Clarkson-Lorne Park joined forces in 1953 to form the Toronto Township Fire Department. Three years later only ten out of seventy members of the department were

regulars, but by 1966 the force consisted of seventy regulars and fifty-two volunteers stationed at five firehalls. The Port Credit and Streetsville brigades remained strictly voluntary until they were integrated into the city force in 1974. Ten years later the Mississauga Fire Department included 370 full-time members stationed at twelve fire halls. An expanding police force was also essential to cope with the rise in traffic and crime that invariably accompanied rapid urbanization. The size of the force climbed steadily to about 200 before being integrated into the Peel Regional force in 1974.

The census of 1971 reported that over half of Mississauga's population was under nineteen years of age, which meant heavy education demands. School construction continued at a furious pace during the 1950s and 1960s, with each new structure seemingly larger, more lavishly equipped, and more expensive than its predecessors. Special education was given a boost in 1955 with the formation of the South Peel Association for Retarded Children which began conducting classes for nine children in a room provided by Clifton Public School in Cooksville. Five years later the association opened Red Oaks School in Cooksville.

Most public schools in Toronto Township (including Port Credit High School) remained under the auspices of the South Peel Board of Education from 1953 until 1964 when the Toronto Township Board of Education was formed to oversee all township public schools and the high schools in Port Credit and Streetsville. By 1966 the Toronto Township Board of Education operated thirty-nine elementary schools and eight high schools with a total enrollment of over 26,000. Even so, some schools were operating on split shifts, from 8:00 a.m. to 1:00 p.m. and 1:00 p.m. to 6:00 p.m., because of overcrowding. In 1969 all schools in the Mississauga area were incorporated into the Peel Board of Education.

Mississauga's separate school system began in 1954 with the school in Malton and

the new St. Patrick's Roman Catholic School at Dixie. By 1966 there were eleven separate schools in the area with a total enrollment of almost 4,000. While the public school system began to experience a drop in enrollment by the late 1970s, the local school system, incorporated into the Dufferin-Peel Roman Catholic Separate School Board in 1969, has continued to expand. In fact, Dufferin-Peel is Canada's fastest growing school board, with enrollment doubling since 1976.

Altogether, over 140 schools, with a total enrollment of over 75,000, were located in Mississauga by 1984. The city is also the home of Erindale College, a 224-acre campus on the scenic banks of the Credit River. Opened in September 1967 with an initial enrollment of 200, the college has since expanded its facilities and programmes to accommodate over 5,000 students. Sheridan College of Applied Arts and Technology, which originally opened in Oakville in the late 1960s, also has three locations in Mississauga.

The expanding school population has stimulated the growth of the Mississauga Public Library System. Only Streetsville had a municipally-sponsored library when the Port Credit Library was inaugurated in 1952. Small private subscription libraries in Cooksville, Lorne Park, Clarkson, Meadowvale, and Malton joined together in December 1956 to form the Toronto Township Public Library. In 1957 the library systems of the township and the two villages had less than 4,400 registered borrowers and 17,000 volumes on the shelves. By 1984 the Mississauga Public Library had expanded its holdings to 700,000 volumes to serve 130,000 borrowers at the Central Library and its twelve branches.

Another important milestone on the road to modernization was the opening in 1958 of the South Peel Hospital at the southwest corner of Hurontario Street and the Queensway. Within six years the 125-bed facility was expanded by 275 beds as a result of a

Facing page, top: *John Wood celebrates his silver medal-winning performance in the 500 meter C-1 canoeing race at the 1976 Olympic Games. Danielle and Silken Laumann captured a bronze medal in double sculls rowing at the 1984 Olympiad. Courtesy, The Mississauga News*

Facing page, bottom: *Fred Stanfield, wearing number 17 for the Buffalo Sabres in a game against the Czechoslovakian national team, was one of over fifty players who graduated from the Dixie Beehives OHA Junior B team to the National Hockey League. As a member of the Boston Bruins, he played on two Stanley Cup winners in the early 1970s. Courtesy, The Mississauga News*

\$5.6-million building programme. A new 100-bed psychiatric wing costing almost two million dollars opened in 1968, and eventually the hospital's capacity was increased to 600 beds. Renamed Mississauga General Hospital, the facility has not been nearly large enough to serve the whole city, so local residents have had to use hospital facilities in neighbouring Etobicoke, Oakville, and Brampton. The new Credit Valley Hospital currently under construction in Erin Mills-Meadowvale is scheduled to open in late 1985 or early 1986.

Residents in the Mississauga area have been served by a number of newspapers over the past three decades. *The Port Credit Weekly*, founded in 1938, developed into one of Canada's largest and finest community newspapers. Winning many national and provincial awards, its circulation increased from 5,000 in the early 1950s to about 60,000 in the late 1970s. Reflecting its growing coverage area, the newspaper was renamed *The South Peel Weekly* in 1968 and *The Mississauga Times* the following year. Its major competitor was *The Streetsville Review* until it merged in 1962 with the Cooksville-based *Toronto Township News Review* (founded in 1957). Thereafter, the *Review* published separate editions for Cooksville, Erindale, Malton, and Streetsville before fading from the local scene in the late 1970s. Other newspapers to emerge during the 1960s and 1970s were the *Streetsville Booster*, the *Malton Pilot*, and the *Meadowvale World*. The most successful newspaper has been *The Mississauga News* which started as *The Toronto Township News* in 1965. An award-winning community newspaper, *The Mississauga News*, which merged with *The Mississauga Times* in 1980, became the city's primary newspaper with a circulation exceeding 70,000.

As the rural landscape gave way to urban concentration, parks and recreational facilities became increasingly essential. When the township's first community centre opened at Malton in 1952, there were scarcely fifteen

acres of parkland and the Parks and Recreation Department's annual budget was approximately \$10,000. But over the next three decades the department built a parks and recreation system which is the envy of most North American cities. The opening of the Huron Park Recreation Complex in 1967 was a major step forward. This \$1.5-million multi-purpose centre in Cooksville, reputed to be the first of its kind in North America, included a 1,000-seat arena, an Olympic-size swimming pool, a 200-seat auditorium, and many other athletic facilities. Huron Park was the tip of the proverbial iceberg, as Mississauga's annual budget for administering over 225 parks and countless recreational and cultural services had risen to almost twenty-seven million dollars by 1984. Furthermore, the Mississauga Hockey League (formerly the Toronto Township Hockey League) has grown to over 300 teams and 6,000 players, making it the second largest minor hockey operation in North America.

The changing face of Mississauga is also evident in the social and cultural character of its population. With growth in the second half of the twentieth century, the Mississauga area has ceased to be a white Anglo-Saxon Protestant bastion and has come to typify the multicultural nature of Canadian society. The British population declined significantly, from 88 percent in 1941 to 49 percent in 1981. The post-World War II wave of immigration brought in cultural groups that were hitherto little represented in old Toronto Township, Port Credit, and Streetsville: southern and eastern Europeans; blacks from the United States, the West Indies, Central and Southern America, and Africa; Orientals, East Indians, Pakistanis, and other Asiatics. In fact, there are about ninety different ethnic groups in Mississauga, yet the city has remained relatively free of the social problems and racial tensions that have plagued other centres of comparable size and diversity.

Despite being a rapidly growing, prosper-







Facing page, top: A dedicated fisherman tries his luck on the Credit River. Photo by Bill McLeod/The Stock Market

Facing page, bottom: John Cawthra's cottage just west of Cawthra Road in Port Credit, was among the first summer residences along the lakeshore when it was built about 1880. By 1920 the house had been replaced by a much larger and more elegant villa which became part of the Adamson estate. Courtesy,

Anthony Adamson

Above: The old Streetsville Grammar School opened in 1851 and became a new high school in 1877 when this main block was built. Closed in 1950, the high school became the Streetsville town hall in 1966, the police station in 1974, and the Streetsville Kinsmen Senior Citizen's Centre in 1978. Courtesy, Professor Thomas Mellwraith Collection



Above: Swimmer Marilyn Bell gained national and international acclaim in the mid-1950s with her conquests of Lake Ontario and the English Channel. For her accomplishments she was awarded the Lou Marsh Trophy as Canada's outstanding athlete in 1954 and became the first person ever to be awarded the keys to Toronto Township. Courtesy, Archives of Ontario, Toronto

Right: The Mississauga News sports editor, Rick Drennan (left), admires the Stanley Cup and Canada Cup rings won by Malton native Paul Coffey in 1984. The Edmonton Oilers star was named the National Hockey League's outstanding defenceman during the 1984-1985 season. Courtesy, The Mississauga News



ous, and cosmopolitan city, Mississauga continues to suffer from an identity crisis. Mississauga existed for so long as a rural township in the shadows of a mighty metropolis of the same name; it is a young and diffuse city with many traditional community names associated with it; and it has undergone such a sudden and profound metamorphosis. These factors have undoubtedly delayed the widespread recognition of Mississauga as one of Canada's major urban centres. But two recent developments, quite independent from each other, have helped to put Mississauga "on the map."

The first development was quite unplanned and could just as easily have resulted in the tragic destruction of the city. Instead, the famous Mississauga railway disaster and subsequent mass evacuation drew worldwide attention. Just before midnight on November 10, 1979, twenty-four of 106 cars of Canadian Pacific Railway's Freight Number 54 eastbound from Windsor to Toronto derailed just north of Dundas Street at



The post-World War II settlement boom in the Mississauga area brought many immigrants from Europe, Asia, and other parts of the world. By 1948 local schools were offering evening classes in basic English for new Canadians, and by the late 1950s the local public library system was building up a collection of foreign language books in response to many requests. Courtesy, Dixie-Burnhamthorpe Reunion Committee and Region of Peel Archives, Brampton

Mavis Road in the Erindale area. The cause of the derailment was common enough: a wheel-bearing on the thirty-fourth or thirty-fifth car overheated and seized. The wheel locked, and the car jumped the track, sending a chain of cars tumbling with it.

Eleven of the twenty-four derailed cars were jumbo tankers of explosive propane gas; another contained ninety tons of chlorine, a deadly chemical also known as mustard gas when used in World War I. When the trains derailed, two of the propane tankers exploded immediately (a third exploded during the ensuing fire) along with three other tankers also containing potentially dangerous chemicals. The explosions sent entire tankers hurtling into the air, and could be heard and felt some thirty miles away. The flames shot as high as 500 feet and lit up the night sky over the city. The huge inferno would have been a major catastrophe had it not occurred in an industrial area that was virtually abandoned on a Saturday night. Under these circumstances, the fire was eventually brought under control without loss of life or extraordinary de-

struction to property in the vicinity.

The chlorine tanker caught in the maelstrom of flames presented a very real and imminent danger, however. If it exploded it could disperse the deadly gas throughout Mississauga, Oakville, and Metro Toronto, an area populated by nearly three million people. Throughout the night the firefighting team, led by Chief Gordon Bentley, Deputy Chief Art Warner, and District Chief Ross Kelly, could only keep the flames under control and wait agonizingly for the propane fire to burn itself out. The firemen were under strict orders to stay at least 1,500 feet away from the blaze. The strong odour of chlorine in the air gave the first hint of the trouble that lay ahead. Not yet known to anyone near the scene was that the crippled chlorine tanker lay on its side with a three-foot-wide gash on its rounded top.

In the darkness no one could see the clouds of chlorine gas drifting southwardly, fanned by light, variable winds. But Peel Regional Police Chief Douglas Burrows was sufficiently impressed with the prevail-



Above: Dundas Street, looking east toward Mississauga Road with St. Peter's church still adorning the hill in the background, offers a dramatically different view in 1985 than in 1910. Courtesy, Professor Thomas McIlwraith Collection

Right: Homes in Mississauga come in all shapes and sizes, including these attractive condominiums. Photo by Trask/The Stock Market

Facing page, top: Lake Aquitaine in new Meadowvale is proof that modern subdivisions can be beautiful. Courtesy, Mississauga Central Public Library

Facing page, bottom: The old Barbertown Mills, now McCarthy Milling Company, is situated in the picturesque Credit River valley. Courtesy, Professor Thomas McIlwraith Collection









ing odour of chlorine to order an immediate evacuation of the 3,500 or so people who lived within 3,000 feet of the accident. By 8:30 a.m. Sunday, with the fumes becoming more intolerable and the deadly green clouds more visible, the evacuation order had been extended as a precautionary measure. Some 15,000 people in the immediate vicinity were moved to high schools and shopping centres which were conveniently empty on Sundays, and a fleet of ambulances evacuated 450 patients from the Mississauga General Hospital. Later in the afternoon following a meeting involving Mayor McCallion, Ontario Attorney General Roy McMurtry, and local police and fire officials, as well as experts on chemicals

and the environment, the decision was made to extend the evacuation area to encompass the Credit River, Lake Ontario, Etobicoke Creek, Burnhamthorpe Road, and eventually Clarkson. Ultimately, almost two-thirds of the city's area, encompassing a quarter-million people, was affected.

The largest evacuation in North American history was surprisingly orderly and without loss of life or other major incident. The twelve evacuation centres set up needed to accommodate only about 5,000 evacuees since thousands of people outside the evacuation zone and in nearby cities offered space in their homes. Others stayed with family or friends or checked into the many hotels and motels in the surrounding area.

Above: The chlorine gas explosion triggered by the train derailment of November 10, 1979, sent huge tanker cars hurtling hundreds of feet along the track. Here a Mississauga fireman stands inside a fragment of one of the exploding tankers. Courtesy, The Mississauga News

Facing page: The Mississauga Fire Department with assistance from other fire-fighting forces from the surrounding area fought valiantly to keep the blaze caused by the derailment under control. Courtesy, The Mississauga News





Facing page, top, far left: *The Shipp Corporation won the Canadian Housing Design Council award in 1975 for designing Applewood Place. Courtesy, Mississauga Central Public Library*



Facing page, top, left: *The nation's largest airport connects Mississauga with the world. Photo by Greg Locke/The Stock Market*

Facing page, bottom: *Port Credit is the home of the Great Salmon Hunt, the largest fishing derby in North America. Courtesy, Mississauga Central Public Library*

Above: *Markborough Place is a striking new office building. Photo by Derek Trask/The Stock Market*

Left: *Skaters enjoy Lake Aquitaine in Meadowvale. Photo by Derek Trask/The Stock Market*



Experts from around the world later descended upon Mississauga to study why the mass evacuation had gone so smoothly, and marvelled at the efficient network of roads and highways that enabled vehicles to move out so quickly. Mississaugans seldom find themselves more than ten or fifteen minutes from a major expressway. The generosity of so many people and businesses was also impressive as donations of food, blankets, and other provisions poured in to an extent greater than the actual needs of the evacuees.

Furthermore, American journalists covering the disaster, as well as sociologists and urban experts, were amazed at the absence of looting and the generally low crime rate, given that by 4:00 a.m. Monday, November 12, Mississauga was a virtual ghost town. At least part of the credit belonged to the 600 Peel Regional policemen in addition to considerable reinforcements from the Metro Toronto Police Force, the Ontario Provincial Police, and the Royal Canadian Mounted Police, all of whom sealed off and patrolled the evacuation area. Mississauga residents themselves equally deserved credit for their good-natured cooperation in the face of adversity. With the help of many organizations such as the Canadian Red Cross, The Salvation Army, the Humane Society, Boy Scouts, Girl Guides, and St. John Ambulance, they turned a potentially tragic story of chaos and disaster into a heroic adventure that will be often recounted as an embodiment of the Canadian spirit.

Meanwhile, in the deserted city another story of courage and perseverance was unfolding as firemen continued their efforts to reach the leaking chlorine tanker. They hosed down the tanker with special foam coolants, but it burst into flames at intervals. It was not until early Monday morning that Assistant Deputy Fire Chief John Hickey was able to escort two experts from the Chlorine Emergency Plan Team (CHLOREP) of Dow Chemical, the company in Sarnia that owned the stricken tanker,

close enough to examine the nature and extent of the damage. Within twenty-four hours a steel patch, four feet by six feet, had been devised to seal up the hole in the tanker. Wearing gas masks and acid-proof suits, Stu Greenwood's CHLOREP team waded through the knee-deep acidic slush that had formed around the tanker. After two failures and two days of work the steel patch was in place and the tanker stopped puffing the deadly green cloud. Convinced after twenty-four hours that the patch was holding, the Greenwood crew with the help of local firemen embarked upon the task of pumping the twenty tons or so of the chlorine still left in the prone tanker into another tanker to be trucked away from the city. This operation was not completed until November 19, nine days after the disaster began.

Mindful of their good fortune in that no one had been killed or seriously injured, Mississaugans still could not help but feel some anger. Why were such dangerous chemicals being transported through such a densely populated area? Could such a disaster occur again? What had to be done to prevent its recurrence? Who should pay for the costly inconvenience suffered by the evacuees? CP Rail partly answered the latter question by paying over \$1.3 million to evacuees for out-of-pocket expenses. The federal Department of Transport addressed the other questions by appointing Justice Samuel Grange of the Supreme Court of Ontario to preside over a public inquiry. His ensuing 200-page report produced from 23,500 pages of testimony not only clarified the whole sequence of events surrounding the disaster but also highlighted the outdated government regulations regarding the transportation of potentially explosive, flammable, and toxic chemicals through populated areas. The Mississauga derailment also pointed to the need for more comprehensive disaster plans and emergency response systems. Although relatively little would be done over the next five years to improve rail

Facing page: *This view of Burnhamthorpe Road looking toward Dixie Road shows a normally busy traffic artery to be almost deserted during the great evacuation of November 1979. Courtesy, The Mississauga News*



Above: Rapid urban growth has spared Mississauga's beautiful inland lakes. Lake Wabukayne, in the southeast corner of New Meadowvale, is one of these small glacial lakes. Courtesy, Mississauga Central Public Library

Right: The Credit River, shown here looking south from Eglinton Avenue, flows through the heart of the city. It is no longer as wide or as deep as in pioneer days but it retains its beauty, and the fish have started to return. Courtesy, Mississauga Central Public Library



Facing page, top: Nearby Lake Ontario is a good place for some exciting sailing. Photo by Derek Trask/The Stock Market

Facing page, bottom: The lake also provides a beautiful setting for quieter moments. Photo by Myron Zabol/The Stock Market





Mississauga's popular and dynamic Mayor Hazel McCallion presided over the evacuation and visited evacuation centres to bolster spirits. Courtesy, City of Mississauga Information and Public Relations Department

safety, the formulation of comprehensive emergency plans would become the principal legacy of the Mississauga rail disaster.

Finally, when life returned to normal, Mississaugans could look back on the tumultuous events of November 1979 and feel a great sense of pride in the response of their city to the crisis and the widespread acclaim that it generated. Certainly, it was unsettling for most Mississaugans to turn on

the television and view their city's misfortune leading off the national news on both Canadian and American networks. But one evacuee, speaking to a reporter from *The Mississauga Times*, aptly summed up the feelings of many fellow citizens: "Having Walter Cronkite do a voice-over while they film your empty city somehow seemed like a sign of legitimacy." Of course, there was also the irritation of listening to various mispronunciations of the city's name and the occasional description of Mississauga as a "suburb of Toronto." Nevertheless, for the first time in its history Mississauga occupied centre stage in a compelling human drama.

A major railway disaster was indeed a most unexpected and suspenseful way to promote community identity. Mississauga civic officials, however, were already in the process of launching a more deliberate plan for fostering greater community integration. The so-called "City Centre Plan" dates back to 1963 when S.B. McLaughlan Associates, Ltd., outlined a plan for a city core area on land it had been acquiring in the Highway 10 and Burnhamthorpe Road area over the past decade. By 1969 the \$5-billion plan included Square One (then known as Greenfields), a \$1.25-million city hall, and 25,000 housing units. Within fifteen years the area was projected as a self-contained city with a population of one and a half million.

Square One and the new city hall were eventually built, but the rest of the grandiose scheme fell on hard times amid the political climate of the 1970s. In 1975 Professor Hans Blumenfeld in a submission to the Central Ontario Lakeshore Urban Complex study group argued: "The dispersal of functions between these centres [Port Credit, Cooksville, and Malton] combined with easy access to Toronto would appear to preclude the development of a major centre in Mississauga." On the other hand, a special report released that same year by consultants Peat Marwick and Partners as well as

the IBI Group recommended moving the city centre from its Confederation Square site to the Square One vicinity. This Official Plan Review of development strategy until 1990 contended that Mississauga had to become a more diverse, self-contained municipality with a more balanced economic base which resulted in more of the residents working within their own city.

The new Official Plan adopted by council in 1978 called for Mississauga to become a self-sufficient city by developing an expansive city core around Square One. Two years later, the city gave legitimacy to the City Centre concept by purchasing a ten-acre site in the vicinity of Square One at a cost of over five and a half million dollars. An international competition was held in 1982 for the design of the new city hall. The Toronto firm of Jones & Kirkland Architects emerged victorious over 245 other competitors. Their design calls for the \$56-million complex to have the council chambers towering above the ground like a grain elevator on the prairies. According to Ed Jones, the design is intended "to create impressions of where Ontario's agrarian past and urban future merges." The new structure is scheduled to open in 1986.

Meanwhile, the "City Centre Plan" was adopted by Mississauga council in 1979 and received official approval from the province the following year. The expressed purpose of the plan is "the development of a downtown commercial, cultural and civic centre for Mississauga" and in particular "to develop a strong mixed-use centre that will establish an identity for Mississauga appropriate to its role as a regional centre." The City Centre will be designed in a concentrated form similar to the downtowns of other major urban centres. Besides being the focal point of transportation, retail, office, recreation, cultural, and administrative facilities, the City Centre should create a visual identity for the city by encouraging distinctive architectural themes for the built-up environment. The location of the City Centre, like the

city's name, has the advantage of newness, so that it is less likely to revive the long-standing rivalries among communities that have inhibited previous efforts at integration.

After the turn of the twenty-first century, Mississauga should have a well-established downtown core. Just as the quarter million newcomers who moved into the city in the 1960s and 1970s were generally unaware of the rural character of old Toronto Township, the quarter million newcomers expected in the 1980s and 1990s will scarcely recall the days when Mississauga had no city centre.

With the passage of time, Mississaugans will become more accustomed to viewing their city as an integrated community rather than a loose federation of older villages and newer residential subdivisions. Presumably, the story of Mississauga will ultimately parallel that of the nation in which it is located. Over a century ago a widely dispersed group of communities, with seemingly little in common, were drawn together by political and economic expedience. Eventually, the citizens of the smaller communities learned to reconcile their limited local identities with a broader form of nationalism. Likewise, the residents of Mississauga will find comfort in being able to identify with both a long-standing neighbourhood and a more recently conceived city.

To Mississaugans of the early twenty-first century, the novelty of city stature will probably have worn off, and they will be preoccupied with an assortment of concerns common to the many "satellite" cities created in the second half of the twentieth century. Throughout North America and Europe, the traditional metropolitan centres have long reached the limits of their growth, so the emergence of satellite cities like Mississauga has been an inevitable part of urban evolution. When Mississaugans fully understand the inevitability of their city's historical evolution, they will have truly discovered their identity.

Chapter Seven



PARTNERS IN PROGRESS

The groundwork laid by municipal authorities and developers who envisioned a booming metropolis rising from the predominantly small-town, pastoral setting of the early 1950s has paid rich dividends for the flourishing city of Mississauga in the ensuing thirty-five years.

All of those early planning studies and land-use concepts, keyed to the ultimate development of a balanced urban economy with emphasis on positioning the city at the heart of North American markets, are in place today. In fact, the concepts of zoning, transit links, and designations of residential, retail, commercial, and industrial objectives have been fulfilled all down the line.

Set back from the northwestern shore of Lake Ontario and bordering on the western fringe of Toronto—Canada's premier financial centre—the city of Mississauga continues to be one of the fastest-growing communities in Canada. Its population is rapidly surpassing the 350,000 mark, with projections calling for up to double that figure by the year 2,000.

No facet of convenience, comfort, and accommodation has been overlooked by the public-spirited partnership at work in Mississauga. Every conceivable need has been met in the areas of commerce, community service, recreation, and education.

The city's multiple transportation network is a well-known major asset, reaching out to the world by air and to one-third of the Canadian retail market within 100 miles of Mississauga's borders by super highway and rail.

A proliferation of shopping centres, plazas, malls, and retail strip locations offer the resident population a complete range and selection of consumer goods. Hard by the industrial and commercial parks where they work and the residential subdivisions where they live, Mississaugans have access to 225 municipal parks, superb golf courses, playgrounds, and trails for jogging, skiing, and biking.

The intellectual and physical well-being of the community enjoys a priority, too. The Sheridan Park Research Community, composed of more than one dozen corporations on a 200-acre site, is internationally known for research and development work. Erindale College, a division of the University of Toronto, completes a wealth of educational resources including day nurseries, the full range of elementary and secondary schools, special attention to exceptional and problem students, and Sheridan Community College.

Perhaps best exemplifying the partnership in progress is the opening in 1985 of the new \$80-million Credit Valley Hospital, marking the successful completion of a six-year campaign to design, build, and finance the facility. With first-phase accommodations of 366 beds, and ultimately a total of 534 beds, the sorely needed hospital will stand as a monument to the aspirations held for their city by all levels of government and private enterprise.

The organizations whose stories are detailed on the following pages have chosen to support this important literary and civic project. They illustrate the variety of ways



in which individuals and their businesses have contributed to the growth and development of Mississauga. The civic involvement of the city's businesses, learning institutions, and local government, in partnership with its citizens, has made Mississauga an exceptional place to live and work.

The blacksmith shop provided an essential service for local villagers and farmers from the surrounding area who relied heavily on horses, along with wagons and carriages, for transportation and their daily work. Robert Parton, shown here about 1918, operated a blacksmith shop in Summerville from 1907 to 1958. Courtesy, Region of Peel Archives, Brampton

MISSISSAUGA CITY BOARD OF TRADE

In step with the rapid expansion of its community, the Mississauga City Board of Trade has attracted a large, representative base of support since its formation in 1976.

Currently, the board serves the needs and reflects the concerns of 1,900 members—an enrolment second only to the Toronto Board of Trade in Ontario. And its programs touch on all facets of the retail, commercial, industrial, and professional life of the city. Through executive leadership, an ongoing committee process, publications, and promotions, the board is an advocate of advancement for Mississauga on many fronts.

Executive director Lois Gibson, who administers all board programs with a permanent staff of seven, functions from a spacious modern office, replete with a 25-chair boardroom, in the new Mississauga Executive Centre at Four Robert Speck Parkway. Occupied in 1983, the quarters afford prestige and exposure that were unattainable in the former Square One office obscured behind the Motor Vehicle License Office. (The latter, operated by the board, remains in Square One with a staff of three.)

The escalation of the board in terms of numbers and activity is a remarkable achievement. From an initial 400 members, the total increased steadily to 700 in 1979, then soared dramatically to the present level by mid-1982 in the wake of a concerted membership drive.

As the board flourished, its sphere of endeavor widened. Today regular member service includes ten dinner or luncheon functions annually with high-profile guest speakers such as Premier William G. Davis of Ontario. A popular innovation is the monthly "Business After Hours" get-together for an informal exchange of products, services, and contacts. An ambitious communications effort



comprises an information folder outlining all board services and activities, a monthly news bulletin, and *Focus on Mississauga* magazine.

External projects embrace participation in the Ontario and Canadian chambers of commerce approaches to government as well as a close alliance with City Hall through the annual appointment of the board's past president to chair the advisory board to the Mississauga Industrial Development Office. In the education field, the board underwrites a scholarship fund at the University of Toronto's Erindale Campus for a bachelor of commerce graduate student.

The status of the board in 1985 can be readily appreciated by reference to its modest beginning in 1959, when local businessman Bert Thompson organized the inaugural meeting of the Clarkson-Lorne Park Chamber of Commerce, held in Christ Church, Clarkson. Art Barstead was president of the twelve-member group until 1961, when Allan Wood was at the helm to receive the charter on July 11. Thompson served as secretary of

Headquarters of the Mississauga City Board of Trade, in the Mississauga Executive Centre at Four Robert Speck Parkway, Mississauga, occupied since 1983.

The Mississauga City Board of Trade's first president, Elio Agostini (left), is sworn in by then-Mayor Martin Dobkin (right) in 1977. James A. Allan, first vice-president, and George Becher, second vice-president, also took their oaths of office.

the fledgling chamber.

Immediate concerns were the publication of a business directory and approaches to various levels of government for improved services. As membership grew to thirty-three by 1967, the chamber aspired to a more central location with a permanent staff, an ambition realized on April 1, 1968, under the banner of the Mississauga Chamber of Commerce.

Later, mutual interests led to the merger of the original Clarkson-Lorne Park Association with the Streetville Chamber of Commerce and Port Credit Jaycees into the Mississauga City Board of Trade.

CLARKSON GORDON



Clarkson Gordon, one of Canada's premier accounting firms, has roots in Mississauga that are planted solidly in the community—both from a business standpoint and as a participant in civic development.

Clarkson's came to Mississauga in 1976 when it established a small office to provide accounting and tax services to an increasing number of the firm's clients who were located in what was obviously becoming a fast-growing business community.

As Mississauga grew in importance as a business and industrial centre, Clarkson's expanded and was one of the first businesses to move into the Square One office complex in 1979. Today the office has eight partners and a total professional and support staff head count of almost seventy people, and has expanded its services to provide what accountants describe as a full-service capability, including management consulting, insolvency, and computerized record-keeping. And this autonomous office

has available the resources of the firm's full national and international organization.

The client list today comprises a diversified mixture of companies operating in a wide variety of industries whose size ranges from in the *Financial Post* 500 through medium-size enterprises to the fast-growing area of small entrepreneurial businesses. The advanced-technology nature of many Mississauga industries is reflected in Clarkson's significant orientation toward serving the computer industry.

From the beginning, Clarkson Gordon people have been deeply involved in the growth and development of Mississauga. They feel a sense of responsibility and are anxious to participate not only because they live in the community but because of their strong belief that for Mississauga to be a vibrant and exciting city, it must develop the kind of community institutions associated with such a centre. That means in-

Members of Clarkson Gordon's Mississauga staff include (from left to right) David Doncaster, managing partner; Stuart Penay, staff accountant; Anne Edgar, manager; and Art Good, audit partner.

volvement not only in the business organizations but in the arts, and in sporting, educational, charitable, and other community-service organizations.

One such civic-minded partner is David Doncaster, who has lived in the area since 1967 and established the office in Mississauga. He was named the 1982 Mississauga Citizen of the Year, and is a former president of the 1,900-member Mississauga City Board of Trade.

Thus, Clarkson Gordon as a service organization puts to work the professional skills of chartered accountants and the personal initiative of its people on behalf of both business and the community.

STARK-HICKS-SPRAGGE, ARCHITECTS

The interaction of a comprehensive design philosophy with practical execution of a wide range of challenging assignments has secured a young Mississauga architectural firm in the forefront of its profession.

Stark-Hicks-Spragge, Architects, has flourished in concert with its chosen community, having been founded, as Stark Temporale, on January 1, 1974, the date of city incorporation. In the intervening decade the firm has applied its expertise to a variety of residential and commercial work for the private sector as well as for government buildings and municipal enhancement.

Today Stark-Hicks-Spragge—its boardroom adorned with eleven architectural design awards for excellence—lays claim to an enviable record in terms of public and professional recognition, an achievement attributed by Stark to “concern for and commitment to quality of design and an improved city environment.”

Mississauga will continue to command the principal interest of the company, although it has carried out projects across Ontario in recent years. And the addition in 1984 of Thomas E. Spragge to the partnership has widened the horizons with a downtown Toronto branch.

William R. Hicks, who has been associated with Stark for nine years, functions closely with the other members as ventures in Mississauga, Toronto, and other areas of the province are administered. Versatility and flexibility have been cornerstones of the partnership, involving it in a number of innovative enterprises.

With valuable experience in housing and urban design, retail and office buildings, and restorations in its portfolio, Stark-Hicks-Spragge is actively consulting on the future development of sanitary landfill sites for recreational uses such as golf courses, whether municipally or privately owned. In a related field, the



firm is a member of the Pannell Kerr Forster Consortium, offering a full range of management, design, and construction services to golf and country clubs at the community level. Stark and Hicks have been involved in planning studies conducted for Erindale and Meadowvale villages and the Port Credit Secondary Plan, with emphasis on the preservation of historic and community assets.

The company's design philosophy is based upon what Stark terms “the multidisciplinary team,” composed of in-house professionals in architecture, cost control, building construction, urban planning, programming, communications, and graphic and interior design. This team is supplemented by established mechanical, electrical, and structural engineers; landscape architects; life scientists; cost, build-

The Clarkson Galleria, winner of the 1981 Mississauga Urban Design Award. (Stark Temporale)

ing science, and management consultants; general contractors; and major subtrades and suppliers. Stark-Hicks-Spragge also places a premium on cost control, continuous consultation with the client, and an unrelenting quest for energy efficiency in all designs. A policy of the firm is that one of the partners is always directly involved in the total process.

At the present time Stark-Hicks-Spragge operates effectively with ten architects and two administrators, calling on support staff as required. In Stark's view, containment of the firm's staff has been instrumental in meeting the special needs of clients and the community.

TOUCHE ROSS



When Touche Ross first opened its offices in Mississauga over ten years ago, the firm's partners and staff recognized that this rapidly growing city would be the hub of the major growth market west of Toronto. Leading the other major accounting firms, Touche Ross moved rapidly into this new market and, as Mississauga grew, so did Touche Ross.

Part of the key to the firm's success to date has been its emphasis on the owner-managed enterprise in the Mississauga business community. The extra emphasis on this one segment of the business community has tied the firm's growth to that of the community. Having started with only eight people as a satellite office, the office is now a separate full-service office with over fifty-eight staff members including seven partners, a tribute to the opportunities available in Mississauga.

With its office in the heart of the City Centre complex, the firm is in an ideal position to maintain its rapid and sustained growth record through the continually expanding opportunities presented in Mississauga. With a client list that reflects the desire and ability of the firm to service the many and varied needs of both the owner-managed business and the large multinational corpora-

tions that are resident in Mississauga, Touche Ross has continued to expand its staff and resource base in this office to meet the challenges.

"We have grown very rapidly over the past ten years in a business environment that has seen technological and business environmental changes unparalleled in the past. In the next decade we will see even more change, but at an accelerated rate," says partner-in-charge Harold Bridge. "Today, as a full-service office, our partners and staff are prepared to meet this challenge, by offering a full range of services from a location close to our clients. This has been the key to our success across the country in the past, and will be in the future."

Touche Ross, Mississauga, is organized to provide a full range of professional services including accounting, auditing, tax, financial planning, management consulting, and trustee services. With the firm's ability to draw on the full Touche Ross resource base in the region, nationally, and, where necessary, internationally, the breadth of these services can be expanded into the areas of strategic planning, human resource management and executive search, marketing, operations planning, and the design and implemen-

The seven partners in Mississauga's Touche Ross are (left to right) Lou Barbisan, Bill Humphreys, Don Mitchener, Bob Francis, Bruce Jenkins, Harold Bridge, and Alan Dick.

tation of information systems, to name a few. These services can be made available in Mississauga or at any location in Canada, or in the eighty-seven countries in which Touche Ross International operates.

Touche Ross, founded in Montreal in 1858 by Philip Ross, has grown from providing bookkeeping services that were needed in that community to providing a full range of financial and special services through its forty-three Canadian offices. Together with firms in the United Kingdom and the United States, it was a founding member of Touche Ross International, one of the eight largest public accounting firms in the world, and the only firm to operate under a Canadian name. It is through association with cities like Mississauga that this Canadian firm has grown to be a major force in the Canadian and international scene, and it is with pride and dedication that it serves the Mississauga community both professionally and through personal service.

NISSAN AUTOMOBILE COMPANY (CANADA) LTD.

Canadians have had something of a love affair with automobiles manufactured in Japan. The penetration of the Canadian car market by Japanese firms for years was far greater than their penetration of the United States market.

Nissan Automobile Company (Canada) Ltd., as the second-largest automobile manufacturer in Japan, has been a leader in building the acceptability of Japanese-made cars and trucks.

Nissan Canada is preparing for the future, when Canadian quotas on Japanese car imports might be lifted and thus provide new opportunities to grow in Canada.

A key feature of that preparation was the decision to establish a permanent corporate headquarters in Mississauga. Nissan moved to temporary quarters in Mississauga in August 1981. A large site has also been purchased in Mississauga and plans are being prepared for construction of the headquarters to start in 1985.

Nissan entered Canada in 1965, quite logically through the western gateway city of Vancouver. The port city became Nissan's major distribution centre as it expanded its sales network eastward across Canada.

Growth had been spectacular until the import quota system was put in place. From a start with a staff of six and eighty-four dealers, Nissan in Canada sold only 1,400 vehicles valued at \$2.4 million in its first year, Nissan now sells close to 50,000 vehicles—cars and trucks—with a value exceeding \$400 million. Truck sales have been increasing since they are free from quota restrictions. The staff now totals some 250 and a national dealer network employs many more people.

Nissan selected Mississauga, which is to the west of the major city of Toronto, despite the fact that the three other Japanese car manufactur-



ers active in Canada are located in the same general area to the east of Toronto.

The choice of Mississauga is explained this way by Y.K. Kawana, who arrived in Canada in 1965 and is Nissan Canada's president.

"The future is in Mississauga, a newly developed area. It has good housing, good human resources, is close to Toronto's international airport, and is surrounded by a good transportation network.

Y.K. Kawana, president.

"And most important, it's in the middle of Canada's largest market."

That largest market is known as the Golden Horseshoe and takes in about one-third of Canada's total retail sales. With an outstanding Canadian growth record behind it, Nissan Automobile Company (Canada) Ltd. is now placed in a strategic position to take advantage of future opportunities.

BECKETT PACKAGING LIMITED

From a modest bread-wrapper and -label operation launched in 1947, Beckett Packaging Limited has flourished through programs of innovation and adjustment to technological change in the packaging industry.

Its five presses hum around the clock in a modern 57,000-square-foot plant at 1580 Sismet Road in Mississauga. Using both gravure and flexo printing processes, the firm produces miles of high-quality color wrapping for a wide range of food and confections. More than one million dollars worth of gravure cylinders, plus a laminator, waxer, and three slitters, serve such brand-name clients as Wrigley, Cadbury, Laura Secord, Christie, Nabisco, Planters, Nielsons, Rowntrees, General Mills, McCormick, and others.

President Donald E. Beckett, who founded the venture with Norman Yorke and subsequently acquired ownership, has relocated three times—from the small original building in Long Branch to a 10,000-square-foot plant on Newbridge Road in Etobicoke in 1957 and then to the present 2.6-acre site in 1976.

A bag division serving the fast-food, bakery, and other retail industry requirements was acquired in a



Don Beckett, president.

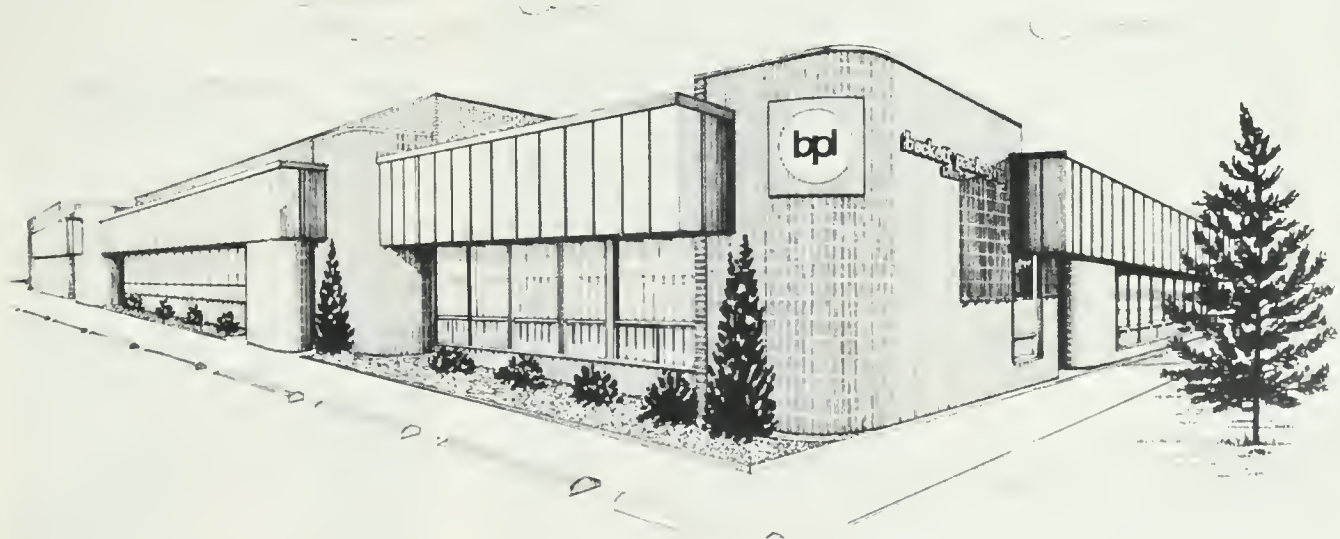
16,000-square-foot plant in Stoney Creek five years ago. Directing operations with Beckett are his wife, Doris, secretary/treasurer, and David Wilson, vice-president and general manager. They supervise a total staff of 100, many of them skilled in management, marketing, and production

techniques. In recent years the firm's efforts have been recognized by several awards of excellence from the Packaging Association of Canada and the Association of Industrial Metallizers, Coaters, and Laminators in the United States.

As the highly competitive but inherently stable packaging business underwent dramatic change, Beckett moved in new directions. When the advent of polyethylene signalled the decline of its major share of the bread-wrapper market, the firm entered the gravure printing field. Beckett was soon attracting orders from large manufacturers, the foundation for a strong position in the trade today.

A recent innovation of great promise was the design of the DEMETALLIZER, a patented (in Canada and the United States) process for removing metal from metallized films, such as mylar, in register with the printing to create decorative effects and windows.

The head office and main plant of Beckett Packaging Limited is in this 57,000-square-foot facility at 1580 Sismet Road, Mississauga.



COOPERS & LYBRAND

"Our job is to help people make money."

With those few words, partner Michael Van Every sums up his firm's philosophy of service. Coopers & Lybrand is a relative newcomer to the Mississauga area. Although servicing clients in the region for many years, primarily from the Toronto office, not until 1981 was the decision made to initiate the move.

"Our practice is to have offices only in cities that can support a full-service office," Van Every explains. "With several competitors already in Mississauga, we had to be sure that Mississauga's rate of growth would justify the expense of setting up a separate office."

The results have more than met expectations. Today five partners and a staff of fifty-eight are kept busy with a variety of clients, ranging from giants like The Molson Companies Limited to individual entrepreneurs.

Such growth is all the more impressive when the firm's timing of the move is considered. Van Every remembers: "We came to Mississauga just before the big economic downturn. In terms of building clientele, there could not have been a worse period. But in the past three years our practice in the Mississauga area has maintained growth in the order of 13 percent annually—an achievement of which we are indeed proud.

"Our staff has more than doubled from the original twenty-five who established the office, and we now have five partners instead of three. In fact, we are the third-largest accounting firm in Mississauga."

Coopers & Lybrand offers a variety of services to its clients ranging from accounting and auditing through advice on personal finances to financial management of business operations. The firm even provides expertise in the field of choosing and



implementing an appropriate computer system.

A large percentage of Coopers & Lybrand's clients are medium-size companies in the manufacturing and distribution sector of the economy. This pattern is consistent among the firm's clientele served by offices across the country.

Michael Van Every is a good example of the reasons behind his organization's success in Mississauga. Originally from Hamilton, he has lived in the Mississauga/Oakville area for most of his life. During fifteen years of servicing clients for Coopers & Lybrand, he has achieved an intimate understanding of the problems and requirements of business in and around the Mississauga area.

There is, he maintains, no shortage of companies looking into the possibilities of opening head offices in Mississauga. Some have already moved from larger centres in Canada

J. Forbes Knight, Robert E. Lamoureux, and Michael R. Van Every (left to right), the first partners in Coopers & Lybrand's Mississauga office.

to the area.

It's basically a question of economic conditions. The past few difficult years have virtually guaranteed slower growth in every community than was seen during the 1970s. But Coopers & Lybrand is betting that, all factors considered, Mississauga will continue to be one of the fastest-growing cities in Canada.

Richard C. Curtis discusses an engagement with staff.



SHIPP CORPORATION

Shipp Corporation is one of the few businesses that can truly make the claim that it built Mississauga. When the late Gordon S. Shipp founded the company in 1923, the construction of custom housing in Toronto was a central activity.

Now, more than sixty years later, Shipp Corporation has a hand in virtually every aspect of construction, from the original single-family homes, through substantial multiunit residential buildings, to office towers and other commercial units.

Three generations of Shipp perfectionists have built an enviable reputation for quality into their work. One brick bearing the name "Shipp-Built" is part of every building as a signature of pride in craftsmanship. Chairman and chief executive officer Harold G. Shipp (son of the founder) notes:

"Few developers build under their own name—that's why you get companies such as ABC Developments, or EG Builders. We're proud of the work we do. Why not let others know who stands behind their product?"

Shipp's first venture into what was later to become Mississauga took the form of a purchase of 200 acres of land in Toronto Township in 1951. Father and son envisioned an entire subdivision on the property at a time when the area was considered too remote in relation to the city of Toronto. Financing was difficult to obtain.

But eventually the challenges were met, and within four months plans were approved, an infrastructure was built, and the first furnished model home was completed—with an attached garage, of course, for it was assumed that anyone venturing to live that far out of Toronto would need to commute by car.

Today this Applewood Acres area is still known as one of the largest and most successful residential areas constructed by a single builder. Houses that originally sold for

\$12,800 are now on the market at well over \$100,000.

"Applewood" has become a trademark for Shipp-built residences. No longer limited to communities of single-family homes, the name appears on apartment buildings, condominiums, townhouses, and even an automobile dealership, Applewood Chevrolet Oldsmobile.

The latter part of the 1970s witnessed a surge of new activities for the company. An initial venture was made into the United States with the construction of Shipp's Landing, a luxury resort condominium complex on the Gulf Coast at Marco Island, Florida.

At the same time, Shipp was kept busy on a local level as Mississauga became the fastest-growing suburb of Toronto. The Mississauga Executive Centre, opened in 1979, proved to be



Harold G. Shipp, chairman and chief executive officer of Shipp Corporation.

a focal point for the area with four office towers, a hotel, and three high-rise apartments.

Shipp has also been active in neighboring Etobicoke with its landmark construction of the Shipp Centre office tower/shopping concourse in 1981. Negotiations are in progress for another similar Etobicoke commercial project, to be known as Shipp Centre West.

The Mississauga Executive Centre, featuring four office towers, a hotel, and three high-rise apartments, is a Shipp-built project.



DIVERSEY WYANDOTTE INC.



The expression "cleanliness is next to godliness" is sometimes said to have been originally voiced by parents trying to encourage a reluctant child to wash behind the ears. It recognizes an important fact of life—that cleanliness is important to good health.

Diversey Wyandotte Inc. has grown into a major international company by leading in the development of products that assure cleanliness. Here are a few examples of how Diversey Wyandotte touches everyone.

The firm's products and services assure that the milk we use every day is as pure and wholesome as possible. The sanitation process starts right at the farm, where Diversey products are used to wash a cow's udder, equipment is sanitized, milk is filtered, and containers are made sparkling clean. Poultry raisers are able to provide Canadians with clean and healthy poultry with the help of Diversey Wyandotte.

Think of all the bottled products people consume—beer, wine, soft drinks, and many others. Everyone assumes that any such product is free from contamination. Diversey Wyandotte provides the products and systems that permit us to have that confidence, to know that these food products are made and packaged under the most sanitary conditions.

The Diversey Wyandotte Inc. head office at 2645 Royal Windsor Drive, Mississauga.

We eat in restaurants with the assumption that the food served will not make us ill. Diversey Wyandotte products are used by the restaurant industry to maintain a clean kitchen and to wash dishes and other utensils.

Hospitals, hotels, and other facilities where people gather are able to maintain high standards of sanitation with Diversey Wyandotte products used in cleaning and disinfecting floors and equipment. Laundries use Diversey chemicals to wash bedding, shirts, and towels.

The public can purchase baked goods, meat, fish, poultry, and many other products of the food-processing industry with the assurance that they

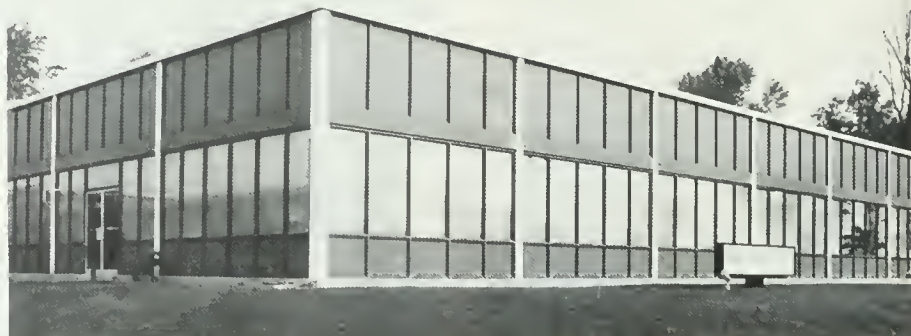
have been processed in clean plants using clean equipment.

Diversey foam systems illustrate the thoroughness of modern cleaning methods. Foam cleaning uses a mixture of chemicals and foam additives applied with special equipment using compressed air. The foam solutions can clean in areas not easily accessible to soaking, brushing, and high-pressure washing. Foam cleaning is widely used by bakeries, breweries, canneries, cereal processors, cultured-product plants, dairy and ice cream plants, egg and poultry plants, pharmaceutical plants, and seafood processors, as well as industrial and pulp and paper applications.

Diversey Wyandotte also provides specialized chemicals and services to such industries as metalworking, pulp and paper, and transportation. For example, different Diversey chemicals degrease engine parts of a car and clean and polish the body.

The company started in Chicago in 1923 with a single product used to clean floors. In 1927 Diversol, a non-corrosive disinfectant, was introduced, launching a wave of growth that spread into Canada. Diversol combined, in a dry form, a cleansing agent with a bactericide. It grew out of the development during World War I of an antiseptic solution that

Diversey Wyandotte's research centre, photographed on the day of its opening in 1969.



reduced mortality from wounds from 70 percent to less than one percent. When used to wash eating utensils, the spread of respiratory infection among the troops was sharply reduced. Diversol was the first of many products developed and patented by the company.

A Canadian sales subsidiary was formed in 1937. The Diversey Corporation (Canada) Limited consisted of a staff of two and a sales force of four. Only ten cleaning and sanitizing compounds were available to Canadian customers. Manufacturing was initiated in Canada in 1950.

Today there are more than 500 specialty chemical products provided from the Mississauga and other plants and offices across Canada. There are 250 employees at the Mississauga facilities, of whom thirty-five concentrate on research and development in a separate research centre.

Diversey Wyandotte is considered the largest specialty chemical company in Canada. More than 95 percent of its products are manufactured in Mississauga, and with branch plants strategically located across Canada, the firm can provide true coast-to-coast service.

In addition to chemical products, Diversey Wyandotte provides equipment and systems to make certain its products achieve maximum effectiveness. This means a total systems approach to cleaning and sanitation using the knowledge and experience gained elsewhere and applying the latest advanced technology.

The environment is a growing concern throughout society. The public focus on the quality of air and water reflects increasingly complex sanitation problems. Diversey Wyandotte researchers see new opportunities in improved chemical systems and the reuse of chemicals to better control chemical costs.

In 1978 the parent concern, the



Diversey Wyandotte's new MENTOR—a voice-communication chemical dispenser. MENTOR not only dispenses dish-machine chemicals accurately, but also instructs the operator how to start up and shut down the dish-machine.

Diversey Corporation, was acquired by The Molson Companies Limited, one of Canada's oldest industrial organizations.

In 1980 The Molson Companies acquired the specialty chemicals business of BASF Wyandotte. In

Canada, Diversey Wyandotte Inc. was formed as a result of a merger joining Wyandotte Chemicals of Canada Limited and Diversey (Canada) Ltd.

The corporate head office of the Diversey Corporation was moved in 1981 to Canada from the United States and is also located in Mississauga, in the City Centre office complex.

The firm's fleet of trucks assures fast and efficient delivery coast to coast.



ERINDALE CAMPUS-UNIVERSITY OF TORONTO



In the early 1960s the University of Toronto, Canada's largest and best-known university, envisaged the need for a suburban campus in the west end of Toronto. By April 1963 the university had purchased the first parcel of land on what would be a 224-acre campus along the banks of the Credit River in Peel County. Thus, the Erindale Campus of the University of Toronto had its beginnings in an area that would become the city of Mississauga by 1974.

The campus officially opened its doors in 1967 with one building and only 200 students. Today there are more than 5,200 undergraduates, 100 graduate students, and over 10,000 alumni. And like the city in which it is located, Erindale is young, vital, and growing.

Erindale has all the advantages of a young, talented teaching staff and modern facilities, as well as the benefits associated with being a part of Canada's oldest and most prestigious university. It is the largest of the university's nine colleges that make up the Arts and Science Faculty of the University of Toronto. Because Erindale is part of Canada's largest and most highly respected university, Mississauga has a far better university than any city with a population of 333,000 could support. The com-

The South Building houses many of the campus' excellent facilities, including the library, computer centre, career counselling and job placement centre, and the art gallery.

munity receives all the academic benefits of having in its midst a university campus that allows its residents to attend a world-class institution without leaving the city limits.

All Erindale students earn University of Toronto degrees—a Bachelor of Arts, a Bachelor of Science, or Bachelor of Commerce—and students have a choice of more than 50 academic programs and 700 courses. In addition to regular degree courses, students may study toward the U of

T's certificate programs in business or in personnel and industrial relations. The U of T's School of Continuing Studies also offers a variety of noncredit courses on the Erindale Campus from conversational French to the use of microcomputers in business.

The facilities available on campus are excellent. They include a library, which houses over 270,000 items and a unique university-wide catalogue system that permits students access to more than four million volumes on the downtown campus; a computer centre; bookstore; health services; athletic facilities; a career counselling and job placement centre; a teaching-learning centre; the convenience of a full-service bank; a tuck shop; and excellent city transit bus service. Erindale also provides over 500 students with townhouse-style living accommodations on campus. These unique four- and six-person townhouse units are the most economical university residences in Ontario and, when not in use during the

Erindale's more than 5,000 students earn the University of Toronto degrees of Bachelor of Arts, Bachelor of Science, or Bachelor of Commerce. The campus is an integral part of the Faculty of Arts and Science of the University of Toronto.



academic year, they are available to the public through Erindale's Conference and Housing Office.

Erindale's most impressive assets lie in the areas of teaching and research. Five of Erindale's professors have won the highly prized OCUFA teaching award—more than any other division at the U of T. Dr. J. Tuzo Wilson, Erindale's second principal, is a world-renowned geologist while current principal Paul Fox is considered one of Canada's foremost political scientists. Professor Fergus Craik, one of the country's prominent psychologists, is helping to establish the U of T as one of the top institutions in the world for research on human memory. Ron Pruessen of Erindale's History Department has been nominated for the Pulitzer Prize and Josef Skvorecky of the English Department, an internationally known author, has been nominated for the Nobel Prize for literature and won the 1984 Governor-General's Literary Award.

The quality of scientific research being conducted at Erindale has earned its professors major support. In seven years external research grants awarded to Erindale's professors have increased tenfold from \$300,000 to \$3 million. Erindale's scientists are involved in major research projects which include the improvement of human nutrition in northern Canada; oil exploration; and increasing the productivity, variety, and quality of mushrooms being grown in Ontario.

Erindale has excellent students for whom it feels a special responsibility. In April 1983 Erindale launched its first major scholarship campaign. With support from the private sector, its alumni, the City of Mississauga, and its own faculty, staff, students, and associates, Erindale has not only met the three-year goal of \$250,000 in eighteen months but has launched a second phase in the campaign to

raise \$400,000 in the original time frame.

Erindale's cultural and social responsibilities reach beyond its own student population to the Mississauga community. The campus provides the only fully accredited public art gallery in Mississauga and many of Erindale's in-house facilities such as the library, tuck shop, bank, athletics and recreation, and bookstore are available to the public. Many public events and lectures are held on the campus annually as well.

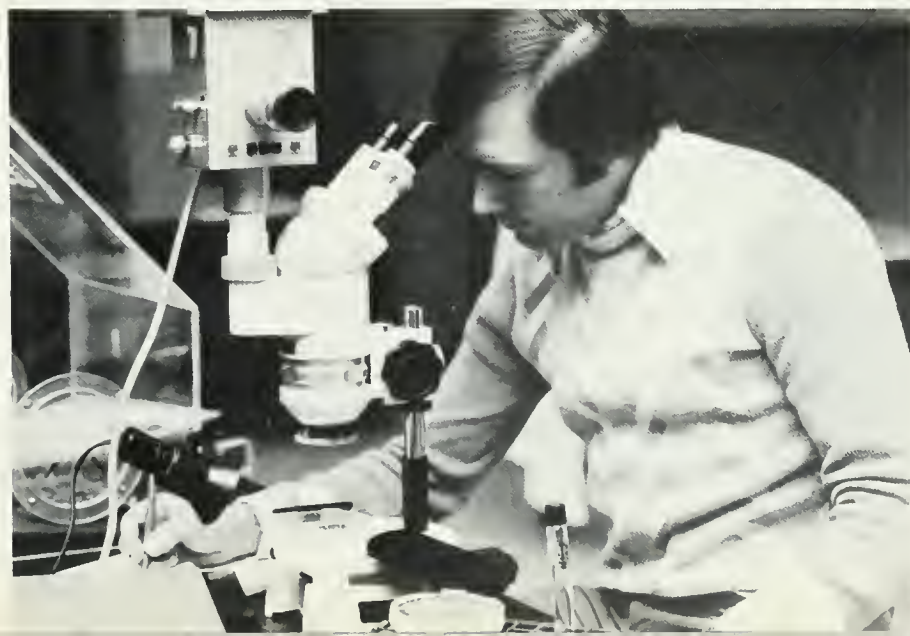
Erindale's Conference and Housing Office offers complete conference services on the campus. Seminar, meeting, and teaching rooms can be arranged as well as catering, audiovisual aids, and overnight accommodations. From May to September 1984 the townhouses accommodated over 3,000 people in the residences as well as an additional 3,000 people participating in various conferences on campus. The income generated through the summer conference and housing business has helped to pro-

The Erindale Campus townhouse residences are home to its students in the winter, and in the summer they are popular with conference delegates who live on campus.

vide economical winter residence rates for students and has supported the building of new residences.

The University of Toronto's inaugural mandate for the Erindale Campus in 1963 was to meet the academic, social, and cultural needs of its own students and of a growing community. Today Erindale is striving to meet the changing demands of the 1980s for its students and the community. Its doors are open to students and community groups who wish to use the opportunities Erindale has for them.

The more than 200 professors teaching at the Erindale Campus are actively engaged in both teaching and research. The J. Tuzo Wilson Research laboratories wing in the South Building houses the science research facilities.



ONTARIO BUS INDUSTRIES INC.

Don Sheardown believes in hiring the best people for his competitive, highly innovative company. Ontario Bus is the sole Ontario manufacturer of heavy-duty transit vehicles, employing 329 people in the Mississauga plant and another eighty-nine at its wholly owned subsidiary, Bus Industries of America Inc. in Oriskany, New York. Its Orion Line of buses is employed throughout North America by medium-size transit systems, including that of Mississauga. The newly developed Orion II line has put the business in the forefront of bus transportation for the disabled.

The pattern of innovation and design development for which the firm is now famous began with the original owner, Arnold Wollschlaeger. He established Ontario Bus Industries as a subsidiary of his truck and transit vehicle repair company, Ontario Bus and Truck, which located in Mississauga in 1972. Wollschlaeger believed that there was a market for a small (thirty-foot) transit vehicle.

After Wollschlaeger's death in 1979, company control was assumed by Sheardown. Since that time, growth in staff and expansion of work space have soared.

Building area has increased from 60,000 square feet in 1980 to the current 116,000 square feet. An additional five acres has been purchased behind the existing buildings to increase production capacity for the new Orion II bus.

Productivity has zoomed from one bus per month in 1976 to the current rate of seven per week. Of these, five are sent to the United States plant for finishing and distribution to U.S. clients, while the other two remain for use in Canada.

The company is justifiably proud of one of its most impressive designs—the Orion II bus for transportation of the physically disabled. Unlike other specially designed vehi-



cles of this type, the Orion II does not require wheelchair lifts, and incorporates a number of innovative features that facilitate ease of access and safety.

Developed with the financial aid of the Federal Department of Industry, Trade and Commerce, and constructed entirely in Mississauga, the Orion II has world market potential.

Ontario Bus Industries Inc. is the only bus repair and refurbishing service in Canada. Although it is no longer its main source of revenue, the firm continues to provide essential services to the local market in particular.

The solid relationship between Ontario Bus Industries and the City of Mississauga is based on many years of doing business together. The city's own transit system operates the Orion line of buses and serves as a working model of the type of medium-size transit system envisioned by the company's founder. As such, the

Founder of the company, the late Arnold Wollschlaeger, at far left, with employees (left to right) Richard Arndt, Chris Walkey, Ed Schleer, and John Leather.

system is often presented to potential clients as a successful example of what Ontario Bus can provide for them.

But the firm's involvement is not limited to business concerns. Long an active supporter of community activities such as hospitals and minor league sports, it has reached outside Mississauga to extend a hand to the NHL Oldtimer's hockey league in its successful efforts to raise funds for charitable organizations across Canada.

President Donald Sheardown describes Mississauga as a city sensitive to the business community. "They listen to you," he notes.

Apparently, Ontario Bus Industries not only listens; it acts.

MEDTRONIC OF CANADA LTD.

Medtronic is a name that means life to thousands of people who benefit from some of the most sophisticated medical technology available.

It was only about a quarter-century ago that the public began to hear about heart pacemakers. Development of the life-sustaining pacemaker created Medtronic Inc.

Today Medtronic is the world's leading producer of many kinds of implantable medical devices—heart pacemaker systems, neurological systems, mechanical heart valves, and instrumentation for medical diagnosis and monitoring.

The Canadian division, Medtronic of Canada, manufactures pacemakers and directs sales activities for the Canadian, Asian, and Pacific areas, including Australia and Japan. Its Mississauga head office and manufacturing plant employs about seventy of the 100 people in Canada. Medtronic started in Canada in the 1960s, as a distributor with eleven people in a Vancouver office.

The 28,000-square-foot Mississauga facility is close to its key markets. Some 80 percent of Canadian hospital research facilities are within 400 miles.

Canadians have played an important part in the development of implanted medical devices. Toronto General Hospital physicians Wilfred Bigelow and John Callaghan did pioneering work with a National Research Council of Canada engineer, Jack Hopps.

More recently, Medtronic worked with Dr. Walter Bobeckho at the famous Hospital for Sick Children in developing an implant to counteract the effects of scoliosis. This is a severe curvature of the spine that occurs with distressing frequency in young girls. The implanted instrument transmits electronic impulses to strengthen the lazy muscle that causes the curvature. The traditional treatment involved awkward bracing



of the spine and even insertion of a steel rod in the back of a scoliosis sufferer.

Heart pacemakers are the most famous Medtronic products. The company maintains a close relationship with both the doctors who insert the pacemakers and the patients who wear them. Pacemaker patients visit the plant to discuss their experiences with the manufacturing staff. This constant communication results in improved products.

In the early years heart pacemakers were referred to as "hockey pucks" because of their size and shape. Life was limited to about two and one-half years. The pacemakers now manufactured at the Mississauga plant are smaller and lighter and have a lifespan of five to ten years.

As always in any product made by Medtronic, reliability is the vital component. People depend on them for their lives. "Highest quality, life-sustaining reliability" is the credo of the people of Medtronic of Canada.

The Mississauga head office and manufacturing plant of Medtronic of Canada Ltd. is a 28,000-square-foot facility within 400 miles of 80 percent of Canadian hospital research facilities.

With health the basis of the company, encouragement of good health among its own people is a corporate policy. "We're into health in a big way," observes Kenneth G.C. Jones, vice-president and treasurer. "We earn our money from health. We also believe in promoting physical fitness among our employees." Medtronic has installed exercise facilities in the plant, including a gymnasium and squash and tennis courts.

Staff members take this policy on health out into the Mississauga community. Many are involved in health-related activities such as minor league sports and fund raising.

This miniaturized pulse generator, manufactured by Medtronic of Canada Ltd., is used with a lead to pace the heart.



DURACELL INC. (CANADA)

In 1962 a company then known as the Mallory Battery Company of Canada Limited opened a new plant in Mississauga. This innovative facility set the tone for the future direction and growth of this firm.

The plant was the first in Canada specifically designed for the manufacture of dry cell batteries—the then relatively new alkaline batteries. This facility was reported to be the first totally air-conditioned industrial plant.

A research facility was a key feature since the plant was located in the Sheridan Park research community. There were only thirty people employed initially.

At the time, this organization concentrated on making batteries for industry. Two years later the decision was made to enter the consumer market on a worldwide basis. A new look and a new brand name helped to complete the transition and to introduce the new products.

The result: Duracell as both a product and corporate identification connoting long life, and the now well-known copper-colored-top identification for Duracell products. The long-established Mallory name continues to identify batteries made for industrial use.

Today Duracell has a staff of 400 spread across Canada, and the Mississauga plant has expanded from 30,000 square feet to 134,000 square feet.

The company has about 70 percent of the market for alkaline batteries, which is the equivalent of about 50 percent of the total Canadian battery market. This is a strong position and a significantly greater market share than Duracell products have won in any other country.

Keys to Duracell's growth over the years were the firm's strong engineering base and an innovative approach both to batteries and to the changing marketplace where new



Duracell Canada's 134,000-square-foot Mississauga plant is located in Sheridan Park.

consumer products were emerging requiring small, powerful batteries. Development of transistors, miniaturized microscopic circuits, and the space program has opened a whole new low-voltage world.

Duracell today provides sophisticated and finely engineered batteries for a multitude of uses—toys, digital watches, flashlights, transistor radios, cameras, radio rescue beacons, cassette recorders, walkie-talkies, paging devices, hearing aids, hand-held calculators, professional sound-recording equipment, and many others.

While concentrating on the development and manufacture of alkaline batteries of high quality for the premium market, Duracell also distributes a wide range of other types of batteries, flashlight cases, and lanterns.

A research and development department of about twenty-five people is a significant resource for Duracell

in Canada and for the international organization. It provides expertise and development in highly specialized areas, some unique to the Canadian company.

The head office, manufacturing, and research facility in Mississauga is located on a ten-acre site. Product distribution centres are in St. John's, Halifax, Montreal, Winnipeg, and Vancouver.

Duracell Canada is a subsidiary of Duracell Inc. of Bethel, Connecticut, which is a subsidiary of Dart & Kraft Inc., of Northbrook, Illinois, a multinational food, consumer, and commercial products company.

Duracell provides sophisticated and finely engineered batteries for a multitude of uses.



INTERCRAFT INDUSTRIES OF CANADA LTD.



People purchase the products of Intercraft Industries of Canada for pleasure—to decorate and beautify their homes.

Intercraft is an important division of the world's largest manufacturer of photo frames, general-purpose frames, and framed art—Intercraft Industries Corporation, with its main office in Los Angeles.

The Canadian division is headquarters for all international activities of the Intercraft group. In addition, the Mississauga facility directly supplies these decorative products to the Caribbean, South America, and the Middle East. It is considered unusual for a Canadian subsidiary of a major multinational organization to have such responsibility for the growth of important international operations that normally would be managed from the head office.

The Mississauga plant, spanning 125,000 square feet on eight acres of land, employs 175 people on a two-shifts-a-day basis. These people manufacture and sell about eight million frames a year—approximately one

for every three Canadians. It is estimated that the average home has fifty to seventy-five framed items hanging on the walls. The parent company has five manufacturing plants in the United States and one in England.

Every appropriate raw material is used, including metal, wood, glass, paper products, and polystyrene.

In 1984 Intercraft Industries Corporation expected to achieve an annual sales level of some \$180 million, growing from less than \$40 million in 1972. This reflects an outstanding performance. The Canadian operations were established in May 1971. At that time Intercraft had about a dozen employees and operated from a small, rented warehouse.

The Canadian company progressed quickly to an assembly operation and then into a fully autonomous manufacturing complex, initially limited to serving the Canadian market and subsequently moving outside Canada.

The trend in society to more leisure-time activities and the growth of photography, home decorating, and home crafts underpins the growth of

Intercraft Industries of Canada Ltd. is located at 3440 Wolfedale Road, Mississauga.

Intercraft's business. Photography in particular has shown strong growth trends as families document significant events and leisure activities.

Intercraft's success as the leader in framed products reflects the attraction to the consumer of high-quality products at a reasonable price and a policy of favorable profit margins and full service to retailers.

Intercraft representatives visit each store at regular intervals, assuming major responsibilities for the success of merchandise displays in attracting impulse purchases. This emphasis on full service to retail outlets underlies the growth of the market for frames and framed art.

As an organization keenly aware that its customers purchase its products for pleasure, Intercraft supports community projects that give pleasure to people. These include sponsorship of concert performances and other cultural events and a home for disabled and handicapped adults.

SURE-WAY TRANSPORT LIMITED



The distinctive shamrock green and white equipment of Sure-Way Transport Limited identifies a specialized organization delivering heavy-weight truck transport services to a wide spectrum of major industry.

Art Smitherman, president, founded Sure-Way in 1967 on the strength of fifteen years' experience in the transportation business. He concentrated from the outset on meeting the demands of conveying heavy bulk products, especially goods made or required by the principal industries of northern and western Ontario. Associated with him in the management of the company are partners Stan Hughes, secretary/treasurer, who joined the firm in 1972, and John Izzo, vice-president, who followed in 1974. Izzo is a director of the Ontario Trucking Association.

Sure-Way is essentially a long- and short-haul carrier of big-tonnage steel, pipe, paper, food products, building supplies, and lumber. Its largest units routinely handle loads

of 70,000 to 96,000 pounds to and from the northern Ontario communities it also supplies with regular shipments of soft drinks.

As a carrier of commodities vital to the national economy, Sure-Way holds a seven-day-a-week operating licence, one of the few granted by the Canadian Transport Commission. To consolidate its position in the industry, the company has assembled a fleet of sixty-five late-model vehicles operating from a fully equipped, nine-bay service garage on its 5.4-acre property at 7215 Torbram Road in Mississauga. Originally, premises were rented, first in Rexdale and then on Elmbank Road in Mississauga, prior to acquisition of the present location just north of Pearson International Airport in 1976.

President Smitherman has seen his staff increase from thirty-five to ninety, the latter figure including sixty-five drivers, over the past eighteen years. Many of the early employees are still on the job—in

Sure-Way Transport's customers are served by a variety of flat-bed, low-bed, and rack trailers; trombones; dry freight and heated vans; and custom-built, six-axle trailers.

contrast to the industry's high turnover rate—as a result of company policies assigning responsibility for trucks to individual drivers and total in-house control over maintenance.

Diversification, upgrading, and modification of equipment are cited by Smitherman for the growth enjoyed by the firm. Client needs are met by an array of flat-bed, low-bed, and rack trailers; trombones; dry freight and heated vans; and custom-built, six-axle trailers designed to carry one 74,000-pound steel coil for Algoma Steel Corp., Sault Ste. Marie, Ontario.

"Sure-Way has flourished in Mississauga because we provide a reliable, essential service to the communities that depend on Ontario's important resource-based industries," he observes.

JANSSEN PHARMACEUTICA INC.

"There are still many severe problems for which there is no cure at all and for which effective drugs have to be found quickly in the interest of all who are suffering. This is the way we see our duty here and we would like to think that we have contributed to the solution of some of these problems. And we will continue . . . because there is so much more that needs to be done."

Dr. Paul Janssen, founder of the Belgium-based international Janssen health organization

Janssen Pharmaceutica is an exciting Mississauga success story. This health industry organization was already an international success in 1982, when it became the newest member of Mississauga's lengthy list of pharmaceutical organizations.

Growth has been rapid since. From a standing start, sales ballooned to \$6.5 million in 1983 and grew to over \$10 million in 1984.

The initial staff of seventeen grew to seventy-five, including sixteen representatives with university backgrounds and skills required to report new developments to the medical profession.

The Janssen organization, founded in 1953, has achieved worldwide fame as a pioneer of new therapeutic agents. In Canada, as in many other countries, Janssen previously was unknown because its drugs appeared under the labels of other companies.

Doctors will be familiar with such landmarks in treatment as haloperidol, pimozide, fluspirilene, miconazole nitrate, and diphenoxylate, but probably don't know that these resulted from Janssen research.

That situation is now changing in Canada. Five well-established drug treatments carry the Janssen label. While the names are hardly household words to the general public, they are well known to the medical profession and among the important

tools used to treat Canadians. These are the trademarked IMODIUM* (loperamide), VERMOX* (mebendazole), SUBLIMAZE* (fentanyl citrate), INAPSINE* (droperidol), and INNOVAR* (droperidol/fentanyl citrate).

Janssen concentrates heavily on research, currently in five important therapeutic areas—anaesthesia, gastroenterology, mycology, immunology, and cardiovascular pharmacology. Drugs under study include alfentanil, domperidone, ketoconazole, astemizole, and the cardiovascular agents lorcinide and ketanserine.

While the names seem complex, the functions are beneficial. For example, alfentanil is a rapid, short-acting narcotic agent especially useful for patient comfort in certain operations. Every hay fever sufferer knows about the hazard of sleepiness from drugs taken to relieve that discomfort. HISMANAL* (astemizole) relieves hay fever and rhinitis without sedation.

The first oral broad-spectrum fungicide in the world, NIZORAL* (ketoconazole), probably is the best-known Janssen product. This drug is also undergoing research as a possible treatment for certain cases of cancer of the prostate.

Another Janssen drug, sufentanil, has potential for helping patients undergoing cardiac surgery such as the now well-established coronary bypass operations.



Dr. Paul Janssen, founder, on the occasion of his visit to Canada to accept the Gairdner Foundation International Award.

While Janssen is famous for its pioneering research, the company actively supports clinical investigation at sixteen major teaching centres across Canada—including the Royal Victoria Hospital, McMaster University, Toronto General Hospital, Sunnybrook Hospital, Vancouver General Hospital, and the University of Western Ontario.

*Trademark

Janssen Pharmaceutica Inc., the Belgium-based international health organization, located at 6535 Millcreek Drive, Mississauga, in 1982.



BARD CANADA INC.

In 1984 Bard Canada Inc. celebrated its twentieth anniversary of making high-quality medical products available to the Canadian health care community. Over the course of the firm's first two decades the Canadian marketplace saw the presence of Bard Canada Inc. grow from a single representative who initiated a distribution network for Bard products, to a sales, marketing, and manufacturing organization with an employee force of over 120. A number of changes and expansions have allowed Bard Canada to evolve from a company relying 100 percent upon imported goods to one that currently manufactures approximately 50 percent of the items it sells. Included in this manufacturing activity is a line of products that are exported to the world marketplace.

Health care requires the highest possible standards of quality and reliability. A patient's life and comfort often depend on many of the 2,200 products provided by Bard.

Bard Canada Inc.'s parent company, C.R. Bard, Inc., is recognized in the medical profession as a pioneer in developing disposable medical products for hospital procedures. C.R. Bard, Inc., traces its origins back to 1907 and the introduction in the United States of a French-developed catheter for treatment of urinary tract problems.

Urological-related products continue to be a major segment of the business. These have since been joined by cardiovascular, surgical, and general health care products.

Bard Canada's special contribution to hospital care throughout the world is the Techlem line of equipment used to facilitate the handling of patients. This includes the familiar transport stretcher and a special, hydraulic stretcher. Bard Canada is the sole supplier to the world of this patient-handling equipment.

The move to a new 74,000-square-



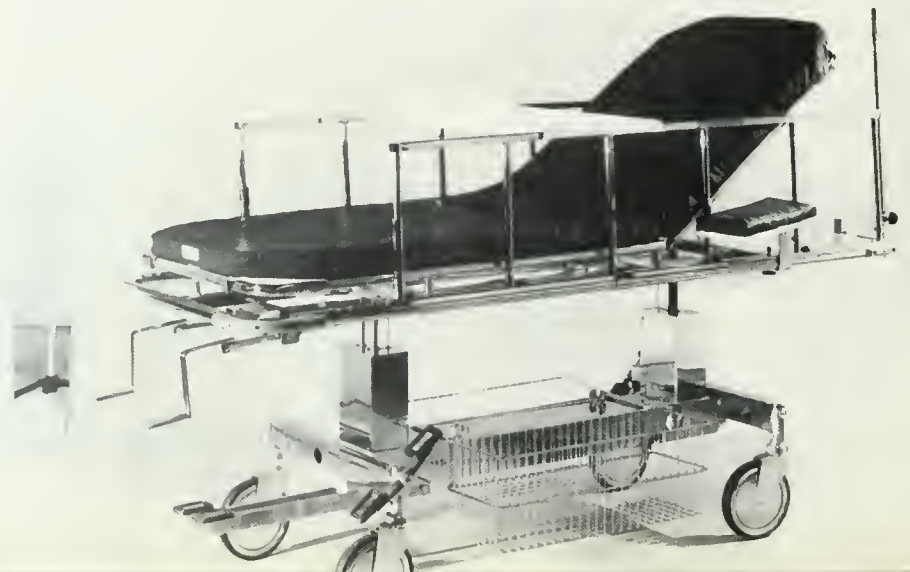
foot Mississauga facility in 1975 allowed Bard to increase its manufacturing capabilities. In addition to the Techlem line of products, the opportunity was seized to increase the Canadian manufacturing base to include urological, respiratory care, and general health care products.

A major reorganization was undertaken in 1982 to divide products into four distinct groups, each represented by separate sales forces. This move was designed to provide technical representatives with the opportunity to develop a greater level of expertise within one or two areas of hospital activity. Bard representatives could then concentrate their efforts as specialists in their defined areas.

For twenty years Bard Canada Inc.'s principal contribution to the medical profession has been urologically related products such as this centre-entry drainage bag.

Bard Canada has grown with the widespread improvement in health care in Canada. Its future growth seems assured as the medical profession further improves its ability to serve the health care requirements of Canadians.

Today the firm has added cardiovascular, surgical, and general health care products including the Techlem line of equipment used to facilitate the handling of patients. Shown is a Techlem® 2000 mobile stretcher.



ALKARIL CHEMICALS LTD.



A small chemical-blending operation started in Mississauga in 1956 was the springboard for Alkaril Chemicals Ltd., a large and diverse company serving a broad cross section of North American industry.

By 1969 the firm founded by Joseph Papp was still relatively unknown, employing only three to four people. Then Victor Hubeny bought out Papp and was joined in partnership by Milan Verkonik (now president) in 1970. Five years later Verkonik and then-sales manager Ian Anderson (currently vice-president of sales) purchased all of Hubeny's interests.

The Alkaril plant at 3265 Wolfedale Road was built in 1971 to replace the inadequate original premises on Mavis Road. Covering 24,000 square feet at the outset, the structure has since been enlarged in three stages—to 35,000 square feet in

1975, to 55,000 square feet in 1979, and to 100,000 square feet in 1984-1985.

Rapid growth in volume of business, staff complement, and product range over the past fifteen years is reflected in the rise of gross sales from \$400,000 in 1969 to \$30 million in 1984. Of the eighty to eighty-five employees, one-third are engaged in research and development, a key strength of the company. Further expansion has occurred, too, through a joint venture with Quaker Chemical Corporation of Conshohocken, Pennsylvania, establishing Alkaril Chemicals Inc. in the United States in 1980. The firm opened a new plant in Winder, Georgia, in 1982 and two years later the Canadian partner bought out Quaker's interest.

Both modern plants are equipped with efficient, large-scale, high-temperature and -pressure reactors,

The headquarters of Alkaril Chemicals Ltd. is at 3265 Wolfedale Road, Mississauga.

ethoxylation and propoxylation facilities, and installations for such unit processes as quaternization, amidation, phosphation, esterification, and sulphonation.

Alkaril has become an increasingly important manufacturer of surface active agents as well as other specialty chemicals for North American industrial uses. In all, several hundred different products are synthesized in its plants, among them surface active agents (surfactants), including wetting agents, emulsifiers, dispersants, and detergents; polypols, produced for rigid urethane foams; and polyelectrolytes, used as flocculants or flocculating agents in municipal and industrial water treatment and in the mining, oil, and pulp and paper industries.

REID MILLING A DIVISION OF NABISCO BRANDS LIMITED

The modern homes and offices of present-day Mississauga give the impression of a just-built community. In one form or another, however, the area has bustled with activity since the early 1800s.

Reid Milling has been part of that activity for ninety years, but the flour mill has been part of the community for over 150 years. Nestled in the heart of Ontario's wheat-growing farm community and blessed with ample hydro power from the Credit River, the area has always been a popular centre for milling activity. Duncan Reid, an experienced miller from St. Catharines, purchased one of the original mills in public auction in 1895, to establish what is today the country's largest producer of soft wheat, custom-milled flours.

Although Reid Milling is a division of Nabisco Brands, it operates independently and counts among its clients most of the major bakeries in the biscuit and cake flour industry. Each client has different requirements which can be met only by custom milling—the careful combination of exactly the right flours and wheat blend to produce a desired texture or taste. As vice-president Ken Silk notes, "Milling today is as much a science as anything else."

Cereal chemists work together with the clients to meet their varied and often complex requirements. As noted in the company logo, Reid specializes in the processing of soft winter wheat, about 70 percent grown in southern Ontario and the rest transported from the country's bread basket in Western Canada.

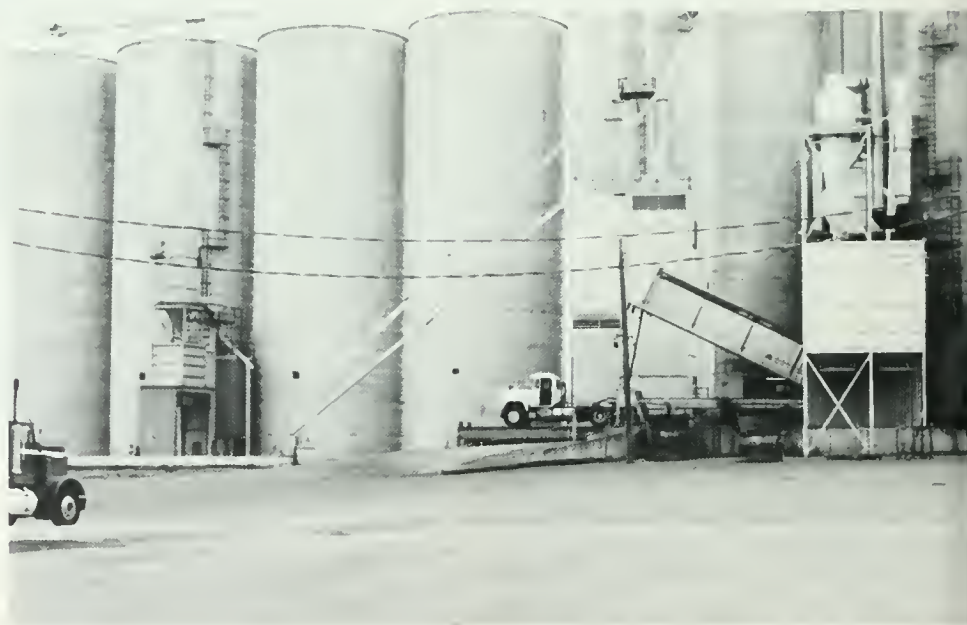
There is very little waste in such an industry. By-products from the processing of cake flours; pastry, biscuit, waffle, and wafer flours; and cracker and breading flours include food-grade bran and wheat germ, which are increasingly popular among cereal consumers. Anything left in the process is used for animal



A view of Reid's mill and elevators from across the Credit River Valley.



One of Reid Milling's bulk-flour trucks—the modern method of delivering flour.



Unloading wheat at one of Reid Milling's elevator receiving stations.

feed and other nonhuman consumption.

President Frank Reid, grandson of the founder, acknowledges that the milling business has changed over the years. But some elements are timeless.

"If you come by the mill in early August," he remarks, "you'll see trucks loaded with wheat stretching for nearly a mile as farmers and grain dealers come to sell us their wheat. Once it was horses and wag-

ons—but the principle is the same."

Throughout the year some two million bushels of wheat are kept stored in controlled conditions inside the company's modern concrete elevators.

Mississauga has proven an ideal location that has assured healthy growth over Reid Milling's long history. As Frank Reid points out, conditions are perfectly suited to the company's activities: proximity to a major market in Toronto, direct access to the CPR railway line, excellent highway facilities, plentiful hydro power, and an enthusiastic local work force—many of whom, he notes, live "just down the street."

FOODS DIVISION OF NABISCO BRANDS LIMITED

A modern, self-contained pet food-manufacturing plant on the south-western fringe of Mississauga supplies the Canadian market with upwards of fifty million cans of brand-name products annually.

This Pet Food plant of Nabisco Brands Limited is a highly automated plant, blending, cooking, labeling, and packaging canned pet food. From the company shipping docks more than two million, 24-can cases of pet food are transported each year by rail and truck to the Prairies, Ontario, Quebec, and the Maritimes.

Founded in downtown Toronto in 1938, the business was acquired by Standard Brands in 1955. The plant at 2463 Royal Windsor Drive was opened in 1969, and by 1978 all of the Toronto operation had been transferred to the Mississauga site. A merger of Standard Brands and Nabisco took place in 1982, by which time the original Mississauga building of 60,000 square feet had undergone three expansions to occupy 100,000 square feet. Over 100 people currently staff the plant.

Quality control is of paramount importance in the plant, both to hold and expand the market for brands such as Dr. Ballard's, Miss Mew, Alpo, Romar, Tops, and Perky, and to meet industry standards. The contents of Nabisco pet foods are under constant scrutiny in its well-equipped laboratory, while the certification of Dr. Ballard's and Miss Mew products by the Canadian Veterinary Medical Association entails constant monitoring plus a regular inspection of the plant by the CVMA.

In the view of Brian F. Fisher, vice-president of manufacturing, and plant manager Kenneth Thompson,



Through a 1982 merger of Standard Brands and Nabisco, this modern facility became the major pet food-manufacturing location of Nabisco Brands Limited.

the certification is invaluable to the company. As Fisher sees it: "We are able to use a seal on our products saying they are enjoyable to the pet and meet all nutritional standards."

Besides being the leader in its field, Nabisco was the first pet food manufacturer to join the certification program in the mid-1970s.

Fisher regards the Mississauga base as ideal for Nabisco in terms of access to markets, shipping convenience, and the planning controls, including beneficial landscaping criteria, applied by the city government.



Some of the many products familiar to dog and cat owners that are manufactured at the firm's Mississauga plant.

ONTARIO HYDRO LAKEVIEW THERMAL GENERATING STATION

The Lakeview Thermal Generating Station of Ontario Hydro is an awesome sight, perched on the shore of Lake Ontario in Mississauga.

Four 490-foot-high stacks reach high into the air from the large powerhouse containing the eight power units. A large dock extends 2,000 feet out into the water.

Ontario Hydro is the provincial government utility with responsibility for providing electrical power to homes and industry. As the name indicates, the utility was founded on the basis of using water power to generate electricity. But as the province grew, other sources had to be developed and so Ontario Hydro expanded into thermal and nuclear generation.

Lakeview is especially significant for Ontario Hydro as the first station in which Hydro did its own engineering. The complex is coal fired and operated by a staff of 450. It is one of the largest coal-fired power stations in North America. Construction started in 1958 and the first electricity was generated in 1961. Construction continued until the eighth and final unit was completed in 1968. The eight generating units are enclosed in a powerhouse 1,200 feet long, 190 feet high, and 293 feet wide.

Its cost was \$274 million. To replace this plant today would require a much larger expenditure. Yet power technology is moving so rapidly, especially in the use of nuclear fuel, that Lakeview may play only a minor part, if any at all, in providing power in the future.

This generating station, with its capacity of 2.4 million kilowatts, can produce enough power to meet the needs of 1.6 million homes. That power flows into Ontario Hydro's high-voltage power grid, which is linked to other similar networks in eastern Canada and the United States. Electricity flows back and



forth across borders through this network, making certain that the wheels of industry hum smoothly and homes and streets are well lighted. Ontario Hydro exports large quantities of power to the United States, about 40 percent of production during the summer of 1984.

In turn, the Lakeview generating station uses U.S. coal as its fuel. This low-sulphur coal results in very low acid gas emissions, a key part of the operating programs and facilities emphasizing strict environmental controls in all areas—air, noise, and water.

This coal is brought by ship to the dock, which can simultaneously handle two self-unloading vessels of 27-foot draft and up to 750 feet in length. The dock's coal-handling facilities have a capacity of 5,000 tons an hour. Coal is moved to a storage area with a capacity of 2.5 million tons. This coal is transported at a rate of 1,000 tons an hour into the power station.

The eight power units, operating at full load, consume a total of 824 tons of coal an hour. The eight boilers are each capable of producing two million pounds of steam per hour with superheat and reheat temperatures of 1,000 degrees Fahrenheit. Each fur-

The Lakeview Thermal Generating Station of Ontario Hydro has a capacity of 2.4 million kilowatts, greater than the combined capacity of all Canadian power plants at Niagara Falls. There are eight power units. At full capacity each unit burns 103 tons of coal per hour.

nace takes up a space approximately 190 feet high, 70 feet wide, and 40 feet deep.

This high-temperature steam drives a complex of turbine generators to obtain electricity at 16,000 and 18,000 volts for transmission into the grid at 230,000 volts.

Where once it nestled in quiet countryside, Lakeview Thermal Generating Station today is located in the heart of the community, surrounded by homes and industry. Its managers strive to avoid creating any disturbance to the community. Every practical step has been taken to minimize air pollution, including special sprays to prevent dust blowing off the coal-storage area and electrostatic precipitators to remove up to 99.5 percent of fly ash particles. The tall chimneys disperse flue gases high into the upper atmosphere. The one million gallons of water a minute required at full operation for cooling is returned to Lake Ontario unpolluted.

GULF CANADA LIMITED

Gulf Canada Limited is a pioneer in Mississauga with two important activities firmly established in the community—a large petroleum refinery complex and a major research and development facility.

The Clarkson Refinery, a well-known landmark on the shore of Lake Ontario, traces its origins back to 1943 when a small facility started providing fuel during wartime. At that time what is now Mississauga was rural farmland.

In its early years Clarkson Refinery was a self-contained community with its own housing—Marigold Village. These fifty homes were located in an old apple orchard and were necessary because there were no residential districts in the immediate vicinity of the refinery. The growth of Mississauga has eliminated that concern. But the refinery continues to function as a small city in other ways, operating its own fire department, water and sewage treatment facilities, health centre, power plant, and security system.

Today the Clarkson Refinery is a sophisticated complex specializing in the production, blending, and packaging of lubricating oils and greases. It is one of the few refineries in North America with the appropriate facilities for this high-tech segment of the oil and gas industry.

The refinery manufactures over



Clarkson Refinery manufactures 400 Gulf Canada products and processes 60,000 barrels of oil daily.

400 products ranging from the oils used in cars and trucks to wax for dining room candles. This large, efficient facility covering 428 acres has a capacity to process 60,000 barrels of oil daily. It operates around the clock with a staff of 600.

Clarkson has grown and changed over the years. The largest change is the latest, occurring from 1975 to 1979 and involving an expenditure of

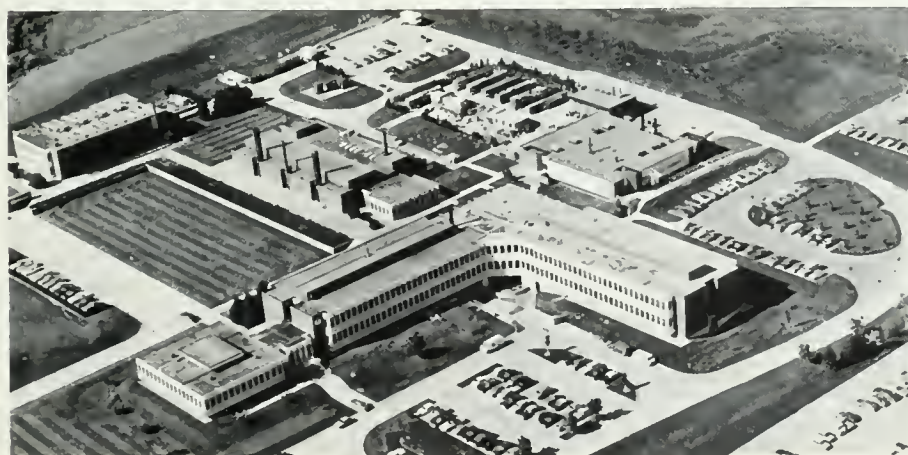
\$213 million. At that time the lubricating oil production facilities were replaced by a HydroTreating plant. Using an ultramodern HydroTreating process developed by the Gulf Oil Corporation of the United States, the refinery now manufactures almost all lubricants sold by Gulf Canada.

Surrounded today by the many residential communities developed over the years since the end of World War II, the refinery staff is keenly aware of environmental and safety considerations. Operations are monitored constantly to ensure that appropriate air, water, and noise standards are maintained.

The Gulf Canada Research and Development Centre, on forty acres of park-like grounds about a mile north of the refinery, encompasses five buildings totalling 156,000 square feet. The facilities include laboratories, an extensive library, facilities for testing engine fuels and lubricants, and a pilot plant for simulating refining processes.

Gulf Canada Limited has been a member of the Sheridan Park Research Association since its inception in 1965 as a campus-like community where scientists from corporate and government research centres could work independently, yet be close enough to exchange ideas.

The Gulf Canada Research and Development Centre in Sheridan Park.



ASHLAND CHEMICALS

Ashland Chemicals is a specialized organization that manufactures and markets chemicals to Canadian industry. Many products are developed locally, but the company also accesses technology from around the world in order to customize products to meet Canadian needs.

Ashland's manufacturing, research, and administrative headquarters in Mississauga includes the most modern plant of its type in Canada, incorporating the latest in safety and environmental controls.

The Mississauga location is vital to Ashland Chemicals' activities. This is the heart of many of the markets served, notably the automotive industry, the paint industry, and the reinforced plastics industry, which are major users of the firm's products.

Ashland Chemicals' products are essential in modern industrial operations. The firm's research specialists work closely with customers to find and develop the specialized chemical for a specific application or to meet a new problem. To provide the necessary service across Canada, the Mississauga base is supplemented by sales and distribution facilities in Montreal and Vancouver.

Ashland Chemicals' products are divided into several broad areas—foundry products, polyester resins, coating and specialty resins, and industrial chemicals and solvents.

The company is a leader in serving the requirements of the foundry industry. In particular, Ashland supplies sand binding compounds that are essential to the production of castings used in automotive, truck, and aircraft engines, and farm, mining, electrical, and forestry equipment. New products are constantly being introduced to provide energy and cost savings and to improve the ecological and workplace environment.

Polyester resins are more familiar to the public in the end products of



Ashland Chemicals' customers. These include such items as decorative art and wall decor, electrical appliances, and boats. With polyester resins, Ashland Chemicals is at the start of the fabrication process that brings the products of the automotive, electrical, recreational, and other industries to the public.

The paint industry is another major user of Ashland Chemicals' products. Coating and specialty resins of the highest quality find their way into Canadian life in countless ways. Inks, adhesives, and appliance and household paints employ the firm's products and technical expertise. Varnishes for floor coatings, uphol-

Ashland Chemicals carefully researches coating products for a wide variety of home and industrial uses.

stery, and outdoor furniture are other common applications. Technical service—Ashland people working with users to find the appropriate resin to meet a specific paint or coating requirement—is an essential activity.

Ashland Chemicals is also a leading distributor of chemicals to industry. Industrial chemicals and solvents are widely used in Canadian industry. Ashland Chemicals' broad line of distributed products ranges from inorganic acids, chemical solvents, and alcohols to plasticizers.

In some respects, Ashland Chemicals can be said to be virtually everywhere. The products developed and made in Mississauga and specialized products of the other international companies it represents are vital in facilitating daily life.

Ashland Chemicals is part of the international Ashland Oil, Inc., which marked its sixtieth anniversary in 1984. Established in Canada since 1945, Ashland Chemicals is well rooted in the Mississauga area, and many of the members of its work force live in the community. The company is proud of its support of local sports as well as its own active sports program.

The firm practises strict quality control, and works closely with its clients to meet their specific needs.



FATHOM OCEANOLOGY LIMITED

The world of Fathom Oceanology extends from the depths of the oceans to the challenges of outer space.

This Mississauga-based technology company is best known throughout the world as a designer, developer, and manufacturer of products for use in the waters of lakes and oceans.

Its specialized services and products are used for sophisticated military, scientific, and commercial purposes—in such applications as offshore drilling and sonar systems for Navy surface ships and submarines.

Extensive research and thorough testing are essentials in designing and developing these products for use on or under the seas. Fathom developed an expertise in building and working with scale models that are as sophisticated in their high technology as the finished products. It was this scale model department that brought Fathom out of the seas of planet Earth into outer space.

The firm produced a working model for the now-famous Spar space arm, which is proving a vital tool in placing satellites in space and in catching those needing repairs.

Fathom today is a public company in Canada with its shares listed on the Toronto Stock Exchange. In the 1985 fiscal year Fathom expects to reach a record annual sales level of some twelve million dollars, about 80 percent in export markets.

Reflecting the growth achieved in recent years and the international character of the business, Fathom is

diversifying through the acquisition of complementary subsidiaries.

A part of the Fathom group is Tokola Fathom Ltd., in which Fathom has a 51-percent interest. Based on Canada's Atlantic Coast at Dartmouth, Nova Scotia, this partnership was created to join the North Sea oil experience of Tokola Offshore Inc. with Fathom's Canadian experience.

Fathom has its origins in a specialized consulting firm, Hale and Associates, formed in January 1961 by professional engineers Neville E. Hale and Kenneth Gardner. In 1968 the major decision was made to manufacture variable-depth sonar towing systems for the world market. The senior management group had been strengthened with the addition of Robin Fjarlie, an engineer from Canadian Navy headquarters, and a financial specialist, Ben F. Tanner.

The name "Fathom" came in at that time, with its dual connotation

of a measure of depth and the understanding of problems.

A lengthy period of research and development lay ahead. Support was received from the Canadian and Ontario governments. In 1970 financing was obtained from public investors through sale of shares.

The first corporate profit was achieved in the 1976 fiscal year, when sales reached \$1.7 million. With growth accelerating, the founders recognized the need for expert professional management. In 1978 an engineer, John B. Stirling, was appointed as president and chief executive officer.

Larger facilities were required. In 1982 Fathom moved into the 50,000-square-foot Mississauga manufacturing plant and head office where it has the resources to manufacture mechanical structures, hydraulic and electronic systems, and acoustic and optical assemblies.



Viewed through a winch drum during the official opening of the Campobello Road facilities are (left to right) Michael Burke, vice-president and manager, Bank of Montreal; Don Blenkarn, federal member of Parliament, Mississauga South; Lois Gibson, executive director, Mississauga City Board of Trade; Hazel McCallion, mayor of Mississauga; and John B. Stirling, president and chief executive officer of Fathom Oceanology Limited.

CUSTOM CONVERTERS-PRINTERS LIMITED

The walls of the reception area at Custom Converters-Printers Limited are lined with awards from the Packaging Association of Canada. These awards mark the special contribution of this rapidly growing organization to improving the attractiveness and effectiveness of flexible packaging.

Flexible packaging is everywhere—in the plastic shopping bags imprinted with retail store names and advertising messages, in the bags protecting a variety of foods including breads and foil-packed potato chips, holding motor oil, frozen vegetables, insecticides, and hot chocolate mix. In the recording industry, the high-density polyethylene sleeve to protect records was pioneered by Custom Converters-Printers.

Soon the firm will be introducing a new process for labelling rigid glass, plastic, and similar containers under a joint venture with the French developer of the technology.

Custom Converters-Printers is a young enterprise started in 1969 by three men—Ken Wasylyk, Peter Seniuk, and Don Stagmire. Their initial idea was to become a “converter’s converter,” providing other printers of flexible packaging with a specialized service for small printing runs and overflow work. Their timing coincided with an explosion in the use of plastic film.

The dramatic growth achieved is illustrated by the jump in annual sales from an initial \$45,000 to more than \$11 million, with 15 percent of sales exported to the United States.

This growth is mirrored in a series of moves from 5,600 square feet of space to two large facilities in Canada, the Mississauga plant of 50,000 square feet and a 20,000-square-foot

plant in St. John’s, Newfoundland, opened in 1978.

The Mississauga plant can design, print, and make huge quantities of a wide variety of flexible packages. These bags are manufactured from several varieties of polyethylene, cellophane, foil, and other flexible packaging materials. Custom Converters-Printers is introducing facilities to manufacture its own polyethylene film.

The widespread use of flexible packaging reflects an increasing sophistication in production and printing technology, which has increased the appeal and marketing impact of the packages. Higher-speed equipment, the use of electronics, a six-color press, and customized photo engraving providing better-quality color are among the many developments that are part of the base for the continuing rapid expansion of Custom Converters-Printers Limited.

Custom Converters-Printers Limited's Mississauga plant—one of two facilities in Canada.



XEROX CANADA INC.

It started as one man's inspiration: to develop a device that would produce copies of documents in seconds. From that idea, deep during the Depression years, came the technology—xerography—that laid the foundation of the international Xerox Corporation. Today millions of businesses around the world benefit from Xerox products and their contributions to productivity.

Xerox Canada Inc. opened its first office in Canada in 1953. Since that time its operations have expanded to more than fifty cities across the nation.

Growth of activities has made Xerox Canada a significant member of the business community in Mississauga, where operations involve some 1,000 people in a manufacturing plant, national distribution centre, research centre, and two retail stores.

The company selected Mississauga as the home of these major operations for two important reasons. The area offered Xerox Canada access to talented and skilled people, and is an important source of essential suppliers for the firm's manufacturing activities.

Xerox Canada is best known for its xerographic copiers and duplicators, from tabletop to console models and speeds from ten to 120 copies per minute. As a leading participant in the development and sales of products for the information age, Xerox Canada also sells and services office systems equipment, including highly advanced electronic printers, word processors and interconnect systems, electronic typewriters, facsimile transceivers, and microcomputers.

At its 200,000-square-foot Mississauga plant, Xerox Canada manufactures copier document handlers for Xerox equipment used worldwide. As a result of this world product mandate, Xerox Canada is a major Canadian exporter to countries around the globe.



Mississauga was chosen as the site of the Xerox Research Centre of Canada at 2660 Speakman Drive.

The document handlers are designed to expedite the copying process by providing easier high-speed document feeding and sorting. Nearly 450 people are employed at this plant. Some 100 suppliers provide the plastic, metal, and other parts and components required to build the document handler equipment.

Research activities are housed in Xerox Canada's futuristic location in Sheridan Park. This laboratory employs about 120 individuals, including technicians and research scientists, and is considered one of the most advanced chemical research laboratories in Canada. Research

skills range from fundamental chemical engineering up to and including pilot-scale production, as well as control and systems engineering for full-scale production.

Through its new retail centres, Xerox Canada is able to provide service and information to business and individual customers in the Mississauga area. The stores carry Xerox copiers, word processors, personal computers, electronic typewriters, and related supplies as well as a complementary line of products from other highly regarded manufacturers.

Xerox Canada Inc. is 85-percent owned by Xerox Corporation of Stamford, Connecticut. The Canadian company sold shares to Canadian investors for the first time in 1984. Financing services are available for Xerox products through a subsidiary credit corporation.

AMDAHL COMMUNICATIONS INC. (TRAN COMMUNICATIONS LTD.)

Tran Communications has to be one of the most exciting corporate growth developments borne out of the opportunities being created by modern computer and communications technology. This is a high-technology organization providing innovative products and services that facilitate the movement of essential information.

Tran has a relatively brief history, starting in November 1973 as a Canadian subsidiary of the Computer Transmission Corporation of the United States. Computer Transmission had contracted with Bell Canada to supply the basic communications equipment for a new digital data communications network now well known as "Dataroute." The four people in the first office were to provide support and service to the eight Canadian telephone companies participating in Dataroute.

From this base, Tran Communications has grown into an integrated high-tech organization developing, manufacturing, marketing, and servicing its own Canadian-developed products as well as the products of its parent organization. In 1980 Tran became part of The Amdahl Corporation, a well-known California-based computer organization.

This growth over ten years is illustrated by the 430 employees who moved into new facilities—an administration building of 45,000 square feet and a manufacturing facility of 75,000 square feet in the Meadowvale industrial park area in Mississauga—in 1984. On January 1, 1985, Tran Communications Ltd. changed its company name to Amdahl Communications Inc.

New requirements of Canadian telephone companies for increasingly



In 1974 these were eight of the total ten Tran employees at the original Shawson Drive office.

sophisticated computer communications equipment resulted in the initiation of a Canadian design engineering group that delivered its first product to Bell Canada in 1976. Until that time, manufacturing in Canada consisted of assembling kits supplied by the parent company. Developments came rapidly with a decision by the parent to transfer all manufacturing of one specialized

product line to the Canadian operation.

As the technology improved to meet the expansion of the Dataroute service, Tran Communications found world markets opening for the advanced communications equipment it developed and then marketed through the worldwide Amdahl sales and service force. Several technological breakthroughs were achieved as this pattern of expansion accelerated.

The firm's annual growth rate has been an impressive 30 to 50 percent. Yet the opportunities for tomorrow appear even greater as a result of the explosion of the use of computer terminals, business computers, and personal computers.

For example, it is estimated that there are more than five million personal computers currently in use that have communications capabilities. Canadians operating such computers have access to some 150 public data banks as a result of Tran Communications' specialized network products. The firm's business is facilitating communications between computers, and this is the age of the computer—in business and in the home.



Amdahl Communications had 430 employees at the new Meadowvale plant complex in 1985.

SKF & DORMER TOOLS OF CANADA LIMITED

SKF & Dormer Tools of Canada illustrates the strong international flavor of Mississauga's industrial and business base as well as the importance of advanced technology.

The letters "SKF" are well known throughout the world as representing a Swedish company famous as a developer and manufacturer of essential ball bearings. This international organization has three Canadian enterprises, including SKF & Dormer.

AB SKF of Gothenburg, Sweden, today means more than bearings, as SKF & Dormer Tools illustrates. The Mississauga company distributes and manufactures cutting tools and related accessories.

SKF & Dormer is considered to have the most comprehensive line of such equipment available for the metalworking industry. Users range from the do-it-yourself hobbyist to industries involved in the latest experiments in aerospace technology.

These tools are sold through a nationwide network of industrial distributors supported by a technical sales force that acts as advisors and consultants.

A large inventory of several million dollars worth of tools and accessories is maintained at all times to permit a same-day-service policy. Incoming orders are filled on the day they arrive. With the international airport nearby, the company can respond favorably to emergency requirements.

This effort to provide quick service so that essential metalworking equipment can be maintained in operation was tested in 1980, when a nearby power substation suffered an explosion that damaged the company's building. Other than some temporarily upset nerves, services were maintained without interruption.

The firm manufactures and distributes one of the most comprehensive lines of cutting tools and related accessories in the industry.



In February 1982 a new manufacturing plant was added to SKF & Dormer's Mississauga facilities. This plant is fully equipped to custom-make high-speed steel and indexable carbide tooling.

The firm, in its modern context, had its origins in Canada in a ware-

The head office and warehouse of SKF & Dormer Tools of Canada Limited is at 1691 Matheson Boulevard, Mississauga.

house established by Dormer Tools of Canada in November 1972 to provide high-speed steel-cutting tools. This warehouse employed twenty people. In 1975 the British parent of Dormer Tools was acquired by the Swedish-based international corporation. In 1977 the new name, SKF & Dormer Tools, appeared a few months before the company moved to its present location with an enlarged range of products reflecting the rapid growth achieved.

Today SKF & Dormer employs sixty people. Expansion provides new opportunities, and staff development is an ongoing process. The firm is committed to meeting the requirements of the Canadian metalworking industry through continued product development and by anticipating and reacting to the industry's needs.



KARWALD INDUSTRIES LIMITED

Karwald Industries brings fine craftsmanship in the European tradition to the manufacture of a basic necessity of countless numbers of homes—the wooden staircase.

Every week during the nine months of the year when weather permits maximum activity in the construction industry, Karwald Industries manufactures about 120 circular and 350 straight wooden staircases. The company also installs staircases. One section of the large facility is set aside for the manufacture of staircases for the custom-home market.

This woodworking enterprise has made the architect-designed wooden staircase its specialty to the extent that Karwald has designed and renovated trucks especially suitable for holding and transportation of the staircases.

The name “Karwald” reflects the family nature of the business and the three generations active in it. Bruno Gottwald, the skilled cabinetmaker who came to Canada in 1952, was building staircases as early as 1961. At seventy years of age, he continues



The European tradition of fine woodworking is evident in the staircase produced by Karwald Industries Limited.

to be active in the manufacturing plant. A partnership late in 1971 with his son-in-law, Gerry Karker, introduced the name “Karwald.” Karker concentrates on sales and administration, guiding the firm’s steady growth from twelve people to the 110 now working at the 36,000-square-foot manufacturing facility.

Keys to Karwald’s success include the knowledge and experience gained

by Gottwald under the traditional apprenticeship system for a cabinetmaker in Germany and the application of that skill in developing modern production methods.

Emphasis on providing the best of service to homebuilders is also vital. Close relationships with builders have been nurtured so that much of the company’s growth has been a reflection of repeat business.

Another important influence has been the changing taste of the home-purchasing public. The staircase is a basic requirement in almost all housing. Its construction must follow certain specifications of the Canadian national building code.

The staircase traditionally was considered as a strictly functional part of a house, usually made by carpenters on-site during construction. But in more recent years the staircase has become a sales feature, while still performing its basic function of providing access between floors. Architects now incorporate specially designed staircases in their plans, even for the more modest subdivision housing.

Karwald developed methods for the full manufacture and assembly of the staircases in its plant. This means that only the final installation stage is done at the job site.

The company’s location has also been important in bringing growth. Mississauga is home to many of the finer houses in the greater Toronto area. Even before the recent surge of growth in industry and housing, leading businessmen and professionals established their residences in the area while commuting to downtown Toronto. And today the Oakville-Mississauga area is Karwald’s largest market.

By concentrating on a specialized product, Karwald Industries is estimated to have secured about half the market for new staircases within a forty-mile radius of Toronto.

Located on Maingate Drive, Karwald Industries is in the heart of the Oakville-Mississauga area.



MARKS & SPENCER

Marks & Spencer, one of the world's oldest retail organizations, has put down deep roots in the young and fast-growing Mississauga community. The company sells clothing for the entire family and a range of fresh and frozen specialty foods.

Marks & Spencer is a merchandising giant in Great Britain with a history going back a century to 1884, when the now-famous "Penny Bazaar" first opened in Leeds Market. The firm's founder, Michael Marks, was an innovative merchandiser of the day—all the goods he sold were priced for one penny and were displayed in open baskets instead of being hidden under a counter, as was the custom.

Marks & Spencer came to Canada in 1972, establishing its executive offices in Mississauga, just north of Pearson International Airport. At this location over 300 people are employed in the buying groups, administrative offices, and the quality-control laboratories. It is also the site of a large distribution warehouse through which goods are shipped to Marks & Spencer stores across Canada.

"St. Michael" is the brand name of Marks & Spencer. All of the goods that Marks & Spencer retails carry this exclusive label. The company specifies and rigidly enforces high manufacturing standards with its merchandise suppliers to guarantee quality products. An important Marks & Spencer policy has been to encourage and support the economic community in which it trades. Presently over 70 percent of the clothing products sold in Marks & Spencer stores are manufactured in Canada, and nearly 50 percent of the food products are manufactured here.

Although clothing and food are a somewhat unusual product mix for a retail store in North America, it has proven to be highly successful. By the end of 1984 Marks & Spencer



Michael Marks (left) and Thomas Spencer.

had opened nearly sixty stores across Canada—from St. John's, Newfoundland, in the East to Victoria, British Columbia, in the West. These stores enjoy total sales exceeding \$115 million, with clothing comprising about 75 percent and specialty convenience foods accounting for 25 percent.

The first Marks & Spencer store.

Marks & Spencer is the largest division of Marks & Spencer Canada Inc., a publicly owned company with shares traded on the Toronto and Montreal stock exchanges. There are two other divisions, both well-known Canadian retail chains—Peoples department stores and the D'Allaird's division, which specializes in women's fashions.

The Marks & Spencer store in the Square One mall, the first large shopping centre to be opened in Mississauga, has been recently renovated and extended and is one of the firm's premier locations.



A.M.I. STEEGO

A DIVISION OF McKERLIE-MILLEN INC.

A.M.I. Steego Division can trace its roots to a \$500 investment made in 1932 by each of three partners to start a business making small steel products such as blacksmith tongs, funnels, and U-shaped manhole steps.

These partners had to use \$900 of their slim capital to improve the wiring in the small shop they rented. In those early years the few shop workers (who included the owners) were paid only for the actual hours spent on making a given item. If work wasn't available, they waited patiently until a new job was obtained.

The enterprise George Davis, Sr., Charles Fisher, and William Woodland began has grown into one of Canada's foremost metal fabricators. The company confidently undertakes multimillion-dollar projects for a variety of industries and purposes.

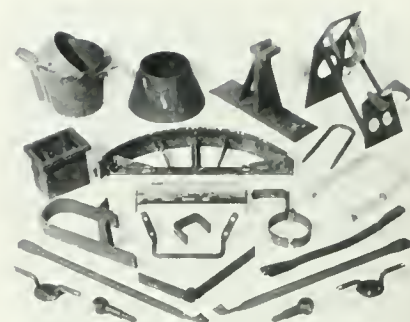
A.M.I. Steego designs and fabricates a wide range of products from carbon steels, low-alloy steels, stainless steel, and aluminum. These are required by such major industries as

power generation, pulp and paper, mining, petroleum and petrochemical refining, chemical, food and beverage, and steel mills. Customers also include aircraft manufacturers, the automotive industry, cement producers, and the communications industry.

Products of A.M.I. Steego's custom fabrication division are in two broad areas. Process equipment includes heat exchangers, pressure vessels, refinery heaters, and towers. General platework takes in such products as large bins and silos, smokestacks, and tanks. These and related products are completed and erected on-site as required.

The large eight-acre property in Mississauga includes a main plant of 80,000 square feet and a rail line. The complex of cranes and equip-

A.M.I. Steego Division's plant when it was purchased from Dixie Steel Ltd. in the mid-1960s. Note that Haines Road is gravel and there is no development northwest of Dundas and Cawthra.



Early products when Plate & Structural Steel began operations.

ment to carry, shape, cut, punch, roll, drill, and weld permits in-shop fabrication up to the maximum sizes and weights for transportation to a site where erection and fabrication can be completed.

During World War II Plate & Structural Steel Ltd., as it was then known, fabricated such equipment as funnels and depth-charge racks for the Canadian naval ships, the Corvettes.

A 1948 fire destroyed the original plant, and during clean-up and rebuilding employees were retained at full pay. A smaller fire in 1967, which destroyed the office, accelerated plans to move to the present site.

Canadian La France Fire Engine and Foamite Ltd., a subsidiary of Sterling Precision Corporation of the United States, purchased the assets of Plate & Structural Steel in 1964. The name was eventually changed to Amalgamated Metal Industries Ltd., comprising two divisions—La France, and Plate & Structural. With the sale of the La France Division, Amalgamated Metal Industries remained and became commonly known as A.M.I.

The U.S. parent company, now based in West Palm Beach, Florida, became Steego Corporation in 1981 and this led to the combination of A.M.I. and Steego for the naming of the Canadian operation.

HAMMERSON CANADA INC.

In 1984 Hammerson, an international property company based in London, England, acquired more than 180 acres of land in Mississauga City Centre, including the Square One Shopping Centre and four adjacent office buildings. Through this acquisition, Hammerson owns a large portion of the core of the City of Mississauga, a unique opportunity to participate in the continuing development of one of Canada's first fully integrated, planned cities.

Within the next twenty years Mississauga, with a current population of 340,000, is expected to double in size. This would make it comparable in size to Calgary or Edmonton.

Within the City Centre is the Square One Shopping Complex. Square One, opened in 1973, encompasses one million square feet with

four major anchors—The Bay, Sears, Woolco, and Dominion—and 180 other stores and services.

Square One is showing strong growth, with research indicating a pent-up demand for additional retail space generally and specific demand in some categories in which the centre is under-represented. Hammerson recently began a major renovation and expansion program to give Square One a new image and a broader merchandise mix. The enclosure of the existing garden courtyard will be the main feature in the new Square One, which forms part of this first phase of Hammerson's long-

Square One Shopping Centre complex (centre foreground), under Mascan management, covers 1.5 million square feet of retail and service space in the heart of Mississauga.

term plans for the Centre.

As a complement to these plans, Hammerson is working with the City of Mississauga in developing its City Centre land-use guidelines and transportation needs.

In addition to its City Centre lands, Hammerson participates in the Traders Associates joint venture with Guaranty Properties Ltd. Traders Associates manages and develops the 2,000 acres comprising the Britannia Industrial Park and the Hurontario residential community of Mississauga.

Hammerson is active in real estate development and investment in the United Kingdom, Europe, Australia, New Zealand, and the United States. Its Mississauga property represents the largest and most valuable property asset in the group's portfolio.



ONTARIO CHRYSLER LTD.

Canada's leading Chrysler dealer has made a number of astute business decisions on his way to the top, but none has proved more immediately rewarding than the relocation of his agency to Mississauga early last year.

K.G. "Casey" Togtema has never looked back after emigrating from his native Holland in 1951. After working for the Dutch Immigration Department for two years, he was attracted to the automobile sales field in Ottawa. Establishment of a used-car business in 1960, followed by a Chrysler agency in the capital in 1965, led to the purchase of Ontario Automobile Ltd. at 1011 Bay Street, Toronto, in 1975. (The Toronto firm had been founded in 1929 as Toronto Packard Company. Togtema renamed it Ontario Chrysler Ltd.)

The concern prospered for several years on Bay Street, where Togtema weathered the 1980 Chrysler crisis, but the combination of high taxes and a business scattered over six car

lots and five floors continued to plague the organization. In one massive weekend transfer, Ontario Chrysler Ltd. occupied the 50,000-square-foot General Supply building at 5280 Dixie Road on February 27, 1984.

If Bay Street was a fast lane, Mississauga has been a speedway for Ontario Chrysler. Sales soared to sixty million dollars in 1984 from forty million dollars in 1983, representing 3,700 new and 2,000 used cars and trucks. The figures solidified the company's position as the number one Chrysler dealership in the country. Togtema believes it is the largest agency in Canada, irrespective of make.

"The nine-acre property and building afford ample parking, convenience to customers, and the pre-

sentation of thirty-three cars in the showroom," the president and owner says of the advantages of Mississauga. "Also, we are operating with a staff of 115 here, whereas in downtown Toronto where we required car jockeys we employed 135."

Togtema finds the community spirit and positive outlook on the economy refreshing: "People have a pride in living here and I notice it." Although Mississauga's strict controls on planning cost the company some \$40,000 for landscaping and stipulated an acre of grass in front of the used-car lot, he views the end result as well worth the expense.

Many of the staff, including a large number of long-time employees with up to forty years' service, have moved out to Mississauga. Ontario Chrysler is a member of the Mississauga City Board of Trade and sponsors minor hockey, baseball, and soccer awards among its community activities.

President and owner, K.G. "Casey" Togtema, in the new office of Ontario Chrysler Ltd. on Dixie Road.



MARKBOROUGH PROPERTIES LIMITED

One of the outstanding features of Mississauga is the continuing growth and evolution of a community within a community identified under the name of Meadowvale.

Markborough Properties Limited, one of Canada's largest real estate and development companies, is the nurturing parent of Meadowvale, which has come to represent a special life-style as well as visible evidence in buildings and other facilities.

The Meadowvale idea was first explored in 1953. In 1954 the first stage, acquiring land around the picturesque Credit Valley, began.

The idea was daring at the time—to apply the "new town" concept of Europe in an effective way that would provide employment opportunities, homes, schools, and recreation facilities within an integrated community. Land, some 3,000 acres, is the base of what is now an outstanding community expected to reach a population of 35,000 in 1985.

Meadowvale came off the drawing boards of planners and engineers, moving from concept to construction in 1969, only one year after the town of Mississauga had been created. Ninety-five percent of the residential component of the Meadowvale devel-

opment and 65 percent of the Meadowvale Business Park south of Highway 401 are completed. The construction of the business park north of Highway 401 is currently under way, with the announcement that the Du Pont of Canada and Syntex corporate headquarters will be located there.

Lake Aquitaine is an example of the advance work and investment required by Markborough. This twelve-acre lake was created as part of the engineering required to deal with storm water runoff. Today the lake is a central recreational facility offering sailing, paddling, and fishing. A large community centre with indoor swimming for the winter months sits on its shoreline.

The Meadowvale Town Centre is a major focal point. This includes a recreation centre, a complete automotive service centre, offices, a medical-dental centre, and some 400,000 square feet of leaseable retailing space now used by more than 100 merchants.

Early development of the first

Markborough Properties Limited conceived and developed Meadowvale, a complete community with a population of 35,000 by 1985.



Meadowvale Town Centre includes 400,000 square feet of retailing space now serving some 100 merchants.

phase of a 1,200-acre business park provided the link of the residential areas to the principle of providing job opportunities within the community. The first major industry arrived in 1971—the Canadian head office of the Control Data organization.

Meadowvale Business Park is in two sections, bisected by Highway 401. For business and industry, the location approaches perfection. Pearson International Airport is nearby. A labor force can be drawn from some 60,000 people within ten minutes' driving distance. This business park is not only functional, but also attractive; 15 percent of each property is required to be landscaped.

Markborough Place provides a central office complex for the business park. Its first phase, which is completed, is 150,000 square feet. Two additional office buildings can be added in future phases to bring the total complex to 500,000 square feet. Across from Markborough Place, at the focal point of the Meadowvale Business Park just south of Highway 401 on Mississauga Road, is Delta's Meadowvale Inn, a luxurious hotel developed and owned by Markborough Properties Limited and managed by Delta Hotels.



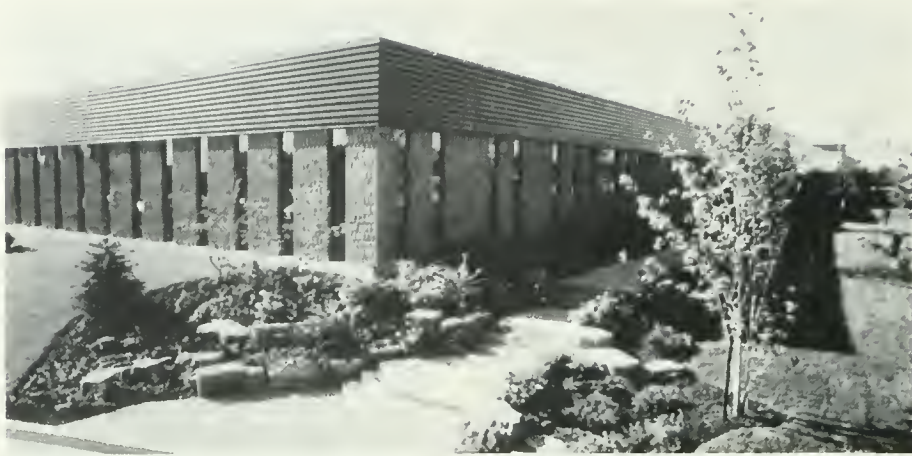
BOART CANADA INC.

Canada is known throughout the world as a major source of metals and minerals. The process of finding and then producing these essential raw materials for world industry requires the products and expert knowledge of Boart Canada Inc.

Boart's contribution is at the drilling stage—in the drilling of holes into hard rock. These holes permit sampling of the rock to determine its mineral content. And when packed with explosives and blasted, they are the first step in the process of separating minerals from waste rock.

Well known to the mining, construction, and quarry industries, Boart makes and distributes tungsten carbide percussion bits, drill steel, rock drills, and related accessories. One division has been active in the mining industry for almost thirty-five years, actually drilling the blastholes in many mines.

The firm is part of an international group that came to Canada in 1957 to participate in the uranium development boom in the Elliot Lake area of Ontario as a supplier of tung-



Boart Canada's main office and plant facility has been located in Mississauga since 1961.

sten carbide bits—the cutting tips of rock drills. Two small companies serving the mining industry from their base in Noranda, Quebec, were acquired.

In 1961, when the uranium industry entered a slump, manufacturing of these important products was moved to Mississauga to be closer to customers in the construction indus-

try. Subsequently, other companies were consolidated into a single organization serving North America.

The Canadian corporate head office and the manufacturing facility of the Drilling Tools Division are at the Mississauga location. This division exports to the United States, South America, Europe, Australia, and the Far East.

Boart is known to industry as a pioneer of a push-on system that reduces to a minimum the time required to replace a drill bit when its effectiveness wears out. Only the tip is removed. (In other methods, a length of drill steel that links the cutting tip to the percussion source has to be changed.) After being removed, the bit can be resharpened—and Boart makes the sharpening machines.

Because of the tough work done by Boart products, reliability and extensive testing of effectiveness are essential. Ground conditions vary at different locations. Boart technical specialists carry out testing in Canada, where ground conditions vary more than anywhere else in the world. These tests determine the best combination of drilling equipment to get the job done in the most effective and economical manner.

A miner at Cullaton Lake gold mines, Northwest Territories, operates a Boart Secan drill.



ORLANDO CORPORATION

Immigrant Italian bricklayer Carlo Fidani built houses and apartments in Toronto during the 1920s, then survived the Depression by establishing the Toronto Macaroni Company when the building market collapsed. By 1950 the food business had been sold and Carlo was back in the construction business as mentor to sons Orey and Eddie and son-in-law William Bartolini.

In a rising economy, C. Fidani and Sons, general contractors, completed a number of apartment and industrial buildings. Then came another pivotal move in 1963 with the formation of Orlando Realty Corporation Limited and the purchase of 600 acres adjacent to the present Pearson International Airport in Mississauga. This site is now Airport Business Park, including Orlando's head office structure. The corporation, headed by chairman of the board and chief executive officer Orey Fidani, is a leading Canadian real estate developer and builder, employing a work force of up to 400.

Orlando experienced dramatic growth from 1964 to 1971, when its industrial and commercial footage increased from 200,000 to twelve million square feet while gross revenue soared from three million dollars to forty million dollars. Along the way, it developed expertise in the design and execution of "total environment" business parks, and the "total package approach" to the development of industrial and commercial buildings.

The corporation's portfolio of twelve million square feet of buildings includes nine shopping centres in Ontario, an interest dating from its acquisition of Select Properties Ltd. in 1970. One of the centres, Bayview Village in Toronto, is among the country's top fashion complexes.

En route to an annual pace of producing two million square feet of industrial and commercial space, Orlando has designed and completed



Cornerstone laying for the American Can Canada, Inc., plant in Mississauga in 1966 is carried out by Orey Fidani (bending), then-Mayor Robert Speck (centre), and Ontario Education Minister William G. Davis (far right), later premier of the province.

several notable buildings in the Toronto area, among them the Spar Aerospace Limited research and development centre in North York, where Canadarm was assembled and tested for the United States Space Shuttle Program; the largest public warehousing building in Canada for Kuehne & Nagel International Ltd. at Brampton, Ontario, comprising 671,000 square feet or the equivalent of twelve football fields; and the 252,000-square-foot Beaver Lumber warehouse in Mississauga, completed

in a swift fourteen weeks from design to occupancy notwithstanding a winter starting date of mid-February 1984.

As well as the Toronto area, Orlando Corporation has undertaken building projects in several smaller Ontario cities; Calgary, Alberta; Montreal and Quebec City, Quebec; and Moncton, New Brunswick. The firm's Airport Business Park has earned international recognition, winning the American Industrial Properties Report Bicentennial Environment Award for "promoting sound environmental planning in the industrial park/office field."

Orlando Corporation's office development in Airport Business Park.



PRICE WATERHOUSE

When the internationally known accounting firm of Price Waterhouse branched out from its traditional big-city base to Mississauga eight years ago, it met with ready acceptance of the full range of services offered by the firm.

From an original staff of twenty-five professionals, the roster has nearly tripled to seventy, while the volume of business has increased proportionately. Occupying 18,500 square feet—the entire sixteenth floor at Two Robert Speck Parkway—Price Waterhouse serves a wide spectrum of the business community in the specialties of accounting, auditing, taxation, insolvency, and consulting. Its clientele includes multinational corporations, local owner-managers, and individuals.

Partner-in-charge Gordon B. Webster recalls that the opening of the office resulted from the perception of Mississauga as a full-fledged city seeking an identity. There, the firm reasoned, it could cultivate personal contacts with clients and enjoy greater accessibility to existing clien-

tele and potential new business. Webster cites community involvement on the part of PW and a local government attuned to the need for a balanced residential-industrial municipality as factors in his firm's progress.

Mutual aspirations of the private and public sectors have surfaced in such projects as the new \$80-million Credit Valley Hospital. Opened in October 1985, with eventual accommodation for 534 patients, the hospital has commanded a great deal of Webster's time in his capacity as vice-chairman of the board, a position held since 1979. Mississauga Hospital is also served by a PW partner, David Scott, as vice-chairman. Partner David Grant has been treasurer of the United Way of Peel Region for the past four years, while partner Bernie Wilson is vice-

president of the Ontario Chamber of Commerce. Rounding out the partnership are tax partner Douglas Saunders and Peter Johnson, the latter with expertise in government financial-assistance programs. Very recently the office has been further strengthened by the addition of three more partners: Grant Hale, Don Ross, and Larry Huizingh.

Founded in London, England, in 1850, Price Waterhouse opened its first American office in New York in 1890. The American firm opened a branch in Montreal in 1907, followed by a small Toronto office in 1910. As Canadian business grew, a separate Canadian partnership was formed in 1914. Today Price Waterhouse in Canada is wholly owned by its 194 Canadian partners with approximately 1,600 professionals working out of twenty-two offices. Although expansion has occurred largely within the firm, there have been a number of local mergers and in 1981 it did merge with Jarrett, Grould & Elliott, a national accounting firm with seven offices across Canada.

The partners in Mississauga's Price Waterhouse are (seated, left to right) Gordon Webster, partner-in-charge; Peter Johnson; and David Scott. Standing are Doug Saunders, Bernie Wilson, and David Grant.



ALCON CANADA INC.

Located in the fast-growing Meadowvale community of Mississauga, Alcon Canada Inc. has completed a quarter-century of operation in this country as a subsidiary of Alcon Laboratories, a worldwide corporation based in Fort Worth, Texas.

The Canadian division is geared to the needs of the practice of ophthalmology, like its American parent which markets products in more than 100 countries. From the development of a wide range of solutions and aids for the diagnosis and treatment of ophthalmic disorders, the company has moved into the related areas of ophthalmic surgery, contact lenses, and dermatology.

Alcon introduced its lines to Canada by opening a sales office and warehouse in Don Mills, Ontario, in 1959. A new office and manufacturing complex was built on the present Mississauga site in 1975, originally comprising 32,000 square feet and expanded to 54,000 square feet in 1981. Today the Canadian subsidiary employs 140 at Mississauga and an additional thirty at its contact lens

manufacturing plant in Don Mills.

Alcon places a premium on product quality, which is achieved in a controlled atmosphere with rigid adherence to cleanliness and sterile handling. In the words of John Goldsmith, director of personnel, "We are super clean in order to meet our own quality-control standards and government health requirements." The firm sponsors educational seminars, maintains a film library, and makes grants to speakers in support of the industry. In the community, its employees are active in service work, church, and sports life.

A small Texas pharmacy was the launching pad for Alcon in 1945, when owners Robert Alexander and William C. Conner perceived an opportunity to serve a largely ignored medical group, the ophthalmologists.

The modern 54,000-square-foot plant of Alcon Canada Inc. on Kitimat Road in Meadowvale services Canadian ophthalmologists, dermatologists, and eye care solutions for the contact lens industry.

Their timing was superb, and within ten years they had built a thriving pharmaceutical business, complete with research laboratory. International marketing followed in 1962 with expansion into Europe, South America, and Asia.

Technological advancements and the demands of a global network led to the establishment in 1982 of the William C. Conner Research Centre on the 175-acre corporate headquarters campus in Fort Worth. There, 350 chemists, biochemists, microbiologists, toxicologists, pharmacists, physicians, and laboratory technicians have at their disposal the most sophisticated laboratory equipment, instrumentation, and access to research from all parts of the world. Between 1982 to 1985 the company will have spent more than \$100 million on research and development.

The Canadian subsidiary plays a significant role in the overall Alcon worldwide operation, producing and investing millions of dollars at the Alcon Canada Inc. location for domestic and export markets.



TAKARA BELMONT COMPANY CANADA

It's very likely that most Canadians at some time have come into contact with the products of Takara Belmont Company Canada.

This Mississauga-based firm and its more than forty employees are part of an international group of companies supplying an estimated 95 percent of the special chairs used in barber shops and beauty salons around the world.

Applying its expertise in hair-styling comfort to other fields, Takara Belmont has designed a wide range of products for the dental and medical professions with features accommodating both patient and doctor. Anticipating advances in dental techniques, the company's international network of offices maintains close

Hiddenobu Yoshikawa, founder.

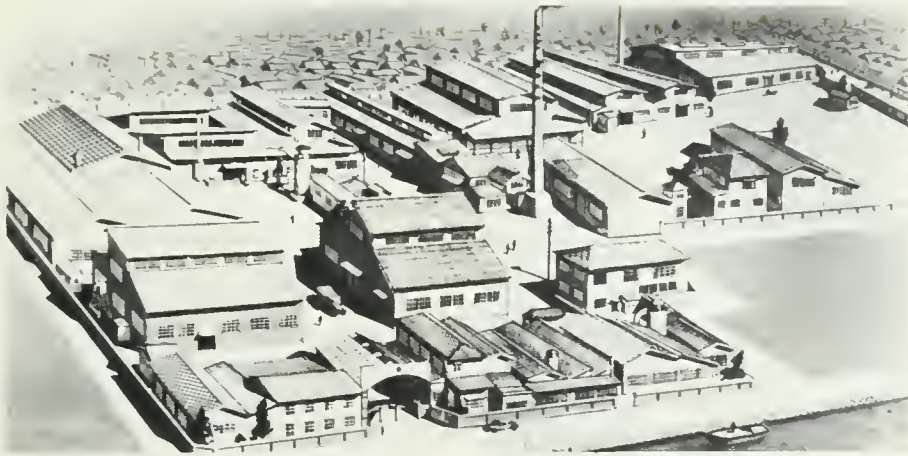


Takara Belmont's manufacturing plant, located in Shiga, Japan, employs the latest technology.



contact with practising professionals through which its 300 engineers plan and perfect systems to meet virtually any equipment need. As a result, Takara Belmont offers a comprehensive line of dental operator systems, including specialty units for orthodontic and pedodontic practice. All components, from the advanced X-ray, lighting, and dental consoles to the totally automated chairs, represent the optimum in professional convenience and patient comfort. In addition, a complete planning service is available to private and clinical practices.

In Canada and the United States, Takara Belmont's self-contained dental operator was patented in 1979. Ergonomically designed to make the doctor's work and time more effective, all of the products reflect a high priority on quality and durability. Quality is built in by meticulous design to harmonize the equipment



Founded in 1921, this was the company's original manufacturing plant in Osaka pre-World War II.

with the people who use it—the customer and the professional (doctor, dentist, or beautician)—on the premise that matching man with his equipment minimizes fatigue. The products are extremely durable, made to last many years before replacement.

Takara Belmont is a Japanese company, founded in 1921 by Hidenobu Yoshikawa to manufacture equipment for barber shops and beauty salons. In the 1950s the company expanded its operations to establish plants in the United States, Canada, Europe, and South America. Control of a large share of the U.S. market for barber and beauty equipment was secured by the acquisition of Koken Manufacturing Co., Inc., of

St. Louis, one of America's leading manufacturers. In the 1960s Takara Belmont drew on its advanced hydraulic technology to commence the manufacture of dental chairs, a move leading to the development of other medical and dental equipment.

Today the Takara Belmont worldwide network embraces distributors in eighty countries and subsidiaries and factories in seven other countries. Annual sales have passed the \$600-million (U.S.) mark.

Its products having been distributed in Canada for several years prior to 1966, the firm then established a plant of 25,000 square feet on a three-acre site at 2076 South Sheridan Way in Mississauga. Here, products for the barber shop, beauty salon, and dental divisions are assembled and manufactured for distribution to all major Canadian cities through fifty independent dealers.

The firm's programmable, totally electronic barber chairs also feature the latest in design.



MEDIACOM

Diversification and market development have elevated Mediacom to the forefront of the Canadian outdoor advertising business. The acknowledged leader in its field, the company has fine-tuned its printed products and backlight graphics to illuminate the landscape of several metropolitan cities in conjunction with municipal planners, transit authorities, and private enterprise.

Mediacom's colourful, high-quality billboards, mall posters, and transit shelter designs represent in-depth planning, creativity, and, in relation to civic bodies, a co-operative and participatory approach. The firm contributes in excess of one million dollars per year to public service projects throughout Canada. And its government relations program, involving close consultation with councils and planners, occupies a high priority under the direction of senior vice-president Frank Paznar, who,

The Backlight Graphics Division's ten- by thirty-foot screen printing press was designed and engineered by Mediacom employees and is the largest in North America.



Mediacom designs advertising for billboards, mall posters, and transit shelters. These shelters provide security and protection to riders at no cost to the city.

among his many other boards and committees, is also a member of the Business Development Advisory Board for the City of Mississauga.

With thirteen sales offices and six production facilities in nine provinces, the company employs a total of 550 people. In Mississauga, the

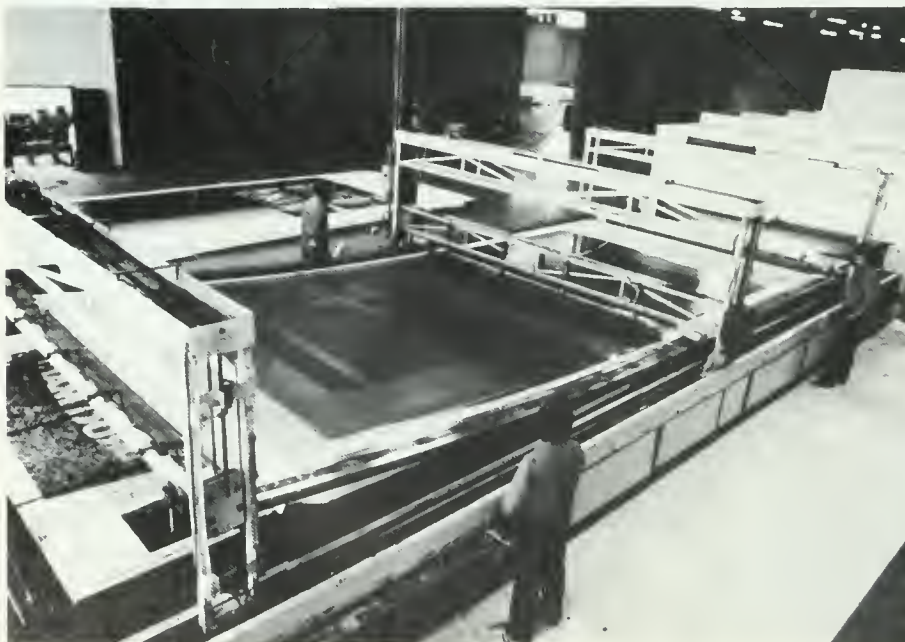
Backlight Graphics Division at 5181 General Road is staffed by thirty-five people with extensive expertise in all phases of big-scale screen printing. The facility is complete with full-size outdoor projection assemblies for testing finished signs in terms of colour, appearance, and effectiveness.

When this division opened in 1979, it was the first of its kind in North America. The screen printing press, then the world's largest, permitted four-colour production of ten- by thirty-foot Lumiflex panels and met the demand for Backlights—billboard size, full-colour translucent posters illuminated internally and described as "television screens in the sky." Prior to 1979 such panels were imported from Italy. Today Mediacom supplies Backlights to a large share of the North American market and exports to countries in the Middle East and to Japan.

At 830 Lakeshore Road East, Mediacom's Print Division employs fifty-five people in a similar-size plant where posters, mall posters, transit shelter advertisements, as well as promotional and large display work, are produced by lithography and screen process printing. Here, Mediacom places a premium on paper and ink selection and accurate proofing to capture design and protect against the ravages of outdoor exposure. Five Harris sheet-fed offset presses serve the Print Division, including a recently installed five-colour press.

The advantages of Mississauga have attracted these two new divisions of Mediacom, making Mississauga the capital of outdoor advertising production for Canada.

Originally the E.L. Ruddy Company in 1904, successive mergers and acquisitions have brought Mediacom under the banner of the Gannett Co. Inc. of Washington, D.C., one of the top four communications companies in the United States.



PATRONS

The following individuals, companies, and organizations have made a valuable commitment to the quality of this publication. Windsor Publications and the Mississauga City Board of Trade gratefully acknowledge their participation in *Mississauga: An Illustrated History*.

Action Industrial Products Inc.
 Alcon Canada Inc.*
 Alkaril Chemicals Ltd.*
 Amdahl Communications Inc.*
 (Tran Communications Ltd.)
 A.M.I. Steego*
 A Division of McKerlie-Millen Inc.
 Ashland Chemicals*
 Bard Canada Inc.*
 Beckett Packaging Limited*
 Don Blenkarn, M.P. Mississauga South
 Boart Canada Inc.*
 City of Mississauga
 Councillor David L. Cook
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 Clarkson Gordon*
 Consumers' Gas
 Coopers & Lybrand*
 The Credit Valley Hospital
 Custom Converters-Printers Limited*
 Robert Dahlke
 Diversy Wyandotte Inc.*
 Duracell Inc. (Canada)*
 Erindale Campus-University of Toronto*
 Fathom Oceanology Limited*
 Foods Division of Nabisco Brands Limited*
 Glenn Grice
 Gulf Canada Limited*
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 Hyde Houghton, Chartered Accountants
 Intercraft Industries of Canada Ltd.*
 Jacal Lighting Maintenance Co., Ltd.
 Janssen Pharmaceutica Inc.*
 Karwald Industries Limited*
 Markborough Properties Limited*
 Marks & Spencer*
 Mediacom*
 Medtronic of Canada Ltd.*
 Mississauga Industrial Association

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 Peel Engine Service Co. Ltd.
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 Shipp Corporation*
 SKF & Dormer Tools of Canada Limited*
 Stark-Hicks-Spragge, Architects*
 Sure-Way Transport Limited*
 Syntex Inc.
 Takara Belmont Company Canada*
 Touche Ross*
 Xerox Canada Inc.*
 Zonta Club of Mississauga

*Partners in Progress of *Mississauga: An Illustrated History*. The histories of these companies and organizations appear in Chapter 7, beginning on page 130.

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The appearance of this farm in Mount Charles in 1933 would have changed little over the previous half-century. The brick farmhouse and the large, well-constructed barn and other outbuildings signified a successful farmer. Courtesy, Perkins Bull Collection, Archives of Ontario



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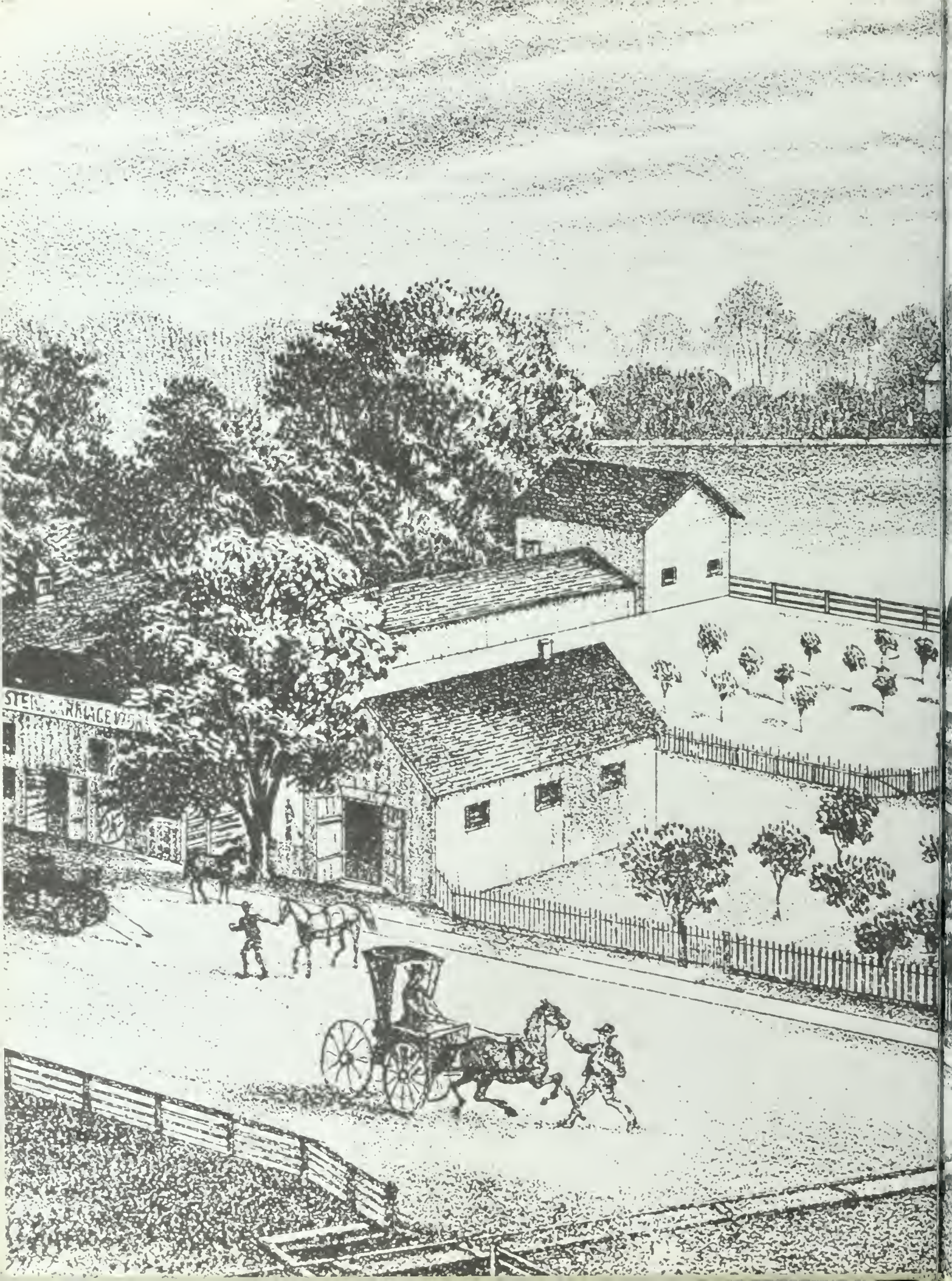
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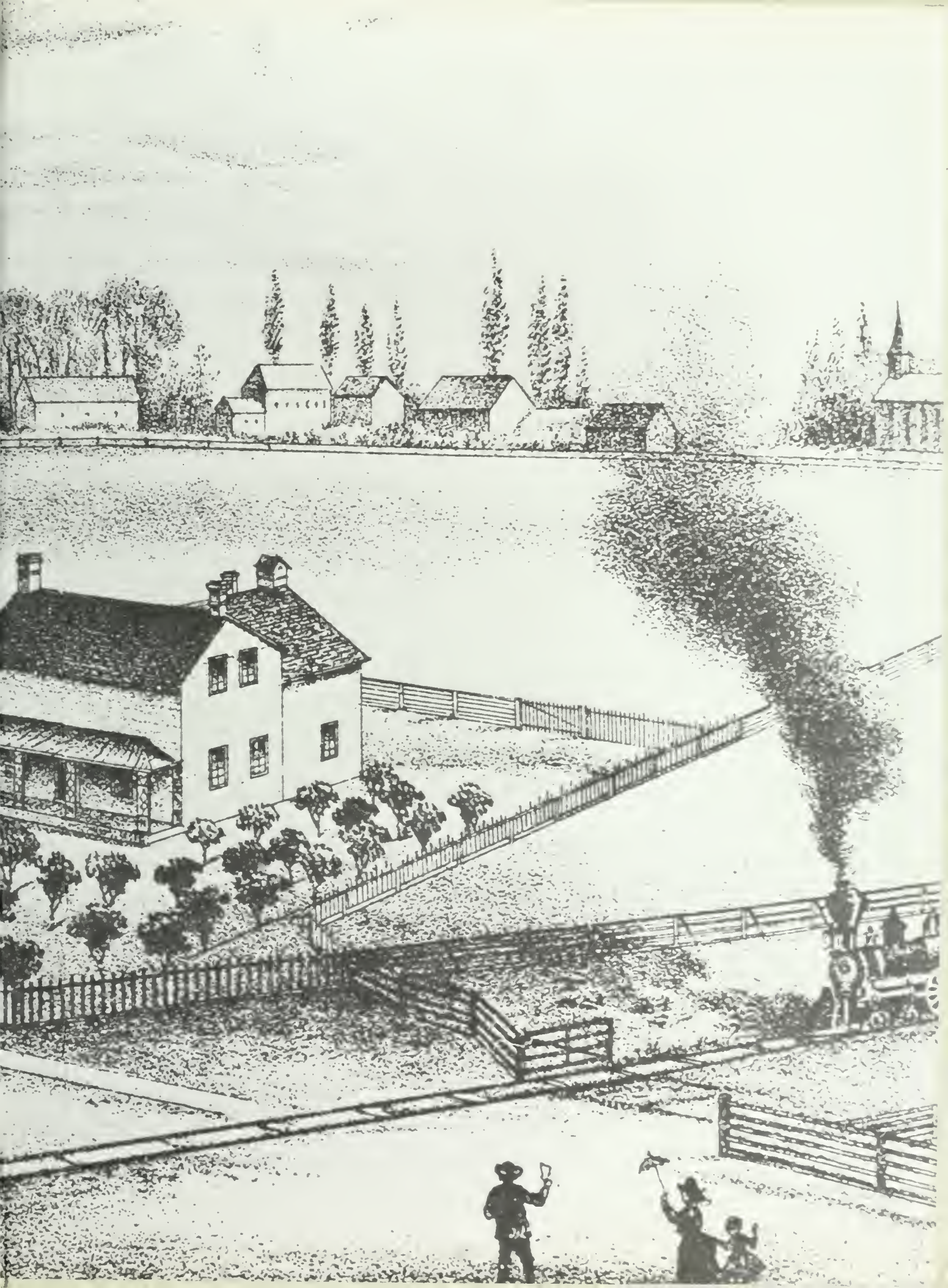
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From above: Painter George McElroy vividly depicts the Mississauga surrender of their land to the British in 1805. This is one of the scenes that began the transformation of Credit Valley wilderness into Toronto Township, which would eventually become the city of Mississauga. Courtesy, Perkins Bell Collection, General Archives of the United Church of Canada

Back cover: Homesteaders came to settle the Mississauga Tract in 1806, many carrying their households in covered wagons pulled by oxen. They had to cross the Credit River and Etobicoke Creek, which had not yet been joined by bridges. This circa 1910 painting by George Agnew Reid portrays one pioneer family. Courtesy, Government of Ontario Art Collection